



HILLINGDON
LONDON



Major Applications Planning Committee

Date: TUESDAY, 3 OCTOBER
2017

Time: 6.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Jazz Dhillon
Councillor Janet Duncan
Councillor Henry Higgins
Councillor John Morgan
Councillor John Oswell
Councillor Brian Stead
Councillor David Yarrow

Published: Monday, 25 September 2017

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

Useful information for residents and visitors

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Watch a **LIVE** broadcast of this meeting on the Council's YouTube Channel: *Hillingdon London*

Those attending should be aware that the Council will film and record proceedings for both official record and resident digital engagement in democracy.



It is recommended to give advance notice of filming to ensure any particular requirements can be met. The Council will provide seating areas for residents/public, high speed WiFi access to all attending and an area for the media to report. The officer shown on the front of this agenda should be contacted for further information and will be available to assist.

When present in the room, silent mode should be enabled for all mobile devices.

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A useful guide for those attending Planning Committee meetings

Security and Safety information

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Mobile telephones - Please switch off any mobile telephones before the meeting.

Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more people who live, work or study in the borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 2
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	The Former Star PH, Corner of Star Road - 8057/APP/2017/2041	Hillingdon East	Erection of part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping. Recommendation: Refusal	3 - 20 88 - 99
7	SGW - Lagoon Application - 54814/APP/2017/2103	Townfield	Re-configuration and excavation of the dredging lagoon; installation of a new bund; the removal of the central spine including associated works. Recommendation: Approval	21 - 36 100 - 105

8	Abrook Arms PH, 191 Harefield Road - 18505/APP/2016/3534	Uxbridge North	Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park. Recommendation: Approval + Sec 106	37 - 86 106 - 132
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PART I - Plans for Major Applications Planning Committee

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Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

12 September 2017

Meeting held at Committee Room 5 -
Civic Centre, High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Jazz Dhillon, Henry Higgins, John Morgan, John Oswell, Brian Stead, Duncan Flynn, John Morse and David Yarrow</p> <p>LBH Officers Present: Nicole Cameron (Legal Advisor) Edward Oteng (Strategic and Major Applications Manager) Manmohan Ranger (Transport Consultant) James Rodger (Head of Planning and Enforcement) Anisha Teji (Democratic Services Officer)</p>
49.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Ian Edwards with Councillor Duncan Flynn substituting and Councillor Janet Duncan with Councillor John Morse substituting.</p>
50.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Flynn declared a pecuniary interest in item 6 and left the room during the discussion of this item.</p>
51.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting on 23 August 2017 were agreed.</p>
52.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
53.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part 1 and would be heard in public.</p>
54.	<p>NORTHWOOD COLLEGE - 082/APP/2017/2086 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report and provided an overview of the application. Planning permission was sought for the continued use of temporary classroom accommodation,</p>

	<p>comprising a two storey building of 1,600sq.m, for a further temporary period of three years (as previously approved in planning permission reference 2082/APP/2014/600 on 8 May 2014).</p> <p>Officers made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
55.	<p>UNITS 2 & 3, 1-3 UXBRIDGE ROAD - 1911/APP/2017/2292 (<i>Agenda Item 7</i>)</p> <p>Officers introduced the report and provided an overview of the application. Planning permission was sought for the installation of mezzanine floor.</p> <p>Officers made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
56.	<p>WEST DRAYTON POLICE STATION AND FORMER BRITISH LEGION SITE, STATION ROAD, WEST DRAYTON (<i>Agenda Item 8</i>)</p> <p>Officers introduced agenda item 8 which included a variation of s106 agreements. Officers highlighted the addendum and made a recommendation for the s106 agreements to be varied.</p> <p>Members clarified that the variation would mean that the affordable housing would be transferred to the British Legion site, in addition to benefiting from securing houses rather than flats. Officers confirmed that this was the case.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 6.00pm, closed at 6.14 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

Report of the Head of Planning, Sport and Green Spaces

Address THE FORMER STAR PH, CORNER OF STAR ROAD AND UXBRIDGE ROAD HILLINGDON

Development: Erection of part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.

LBH Ref Nos: 8057/APP/2017/2041

Drawing Nos: 2184 - 100 - REV - Site Location Plan and Block P
2184 - 101 - REV A - Proposed Site Plan
2184/100
2184/101
2184/110A
2184/111B
2184/112
2184/120
2184/121
2184/126
2184/128
2184/113A
DAS Burke Richards dated May 2017
RPS Surface Water Drainage Statement dated September 2016
Melin Sustainability Statement dated May 2017
RPS Transport Statement dated September 2016
REC Air Quality Assessment dated December 2014
POD Financial Viability Assessment dated July 2017

Date Plans Received: 06/06/2017

Date(s) of Amendment(s):

Date Application Valid: 19/07/2017

1. SUMMARY

Planning permission is sought for the erection of a part 2, part 3 part 4 storey building comprising 14 self-contained residential units (10 x 2 bedroom & 4 x 1 bedroom), on the site of a locally listed former public house, now demolished, located on the northwestern side of Uxbridge Road.

81 local residents and commercial premises were consulted. In total, 7 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of over development of the site, loss of privacy, negative impact on existing retail units together with lack of parking and increased traffic generation.

The current proposal represents a cramped and incongruous form of development, which would be out of keeping with the character of the area and would be detrimental to the residential amenities of surrounding residents. The proposal would also fail to provide good environmental conditions for future occupants with a lack of appropriate usable amenity areas and landscaping. A legal agreement would be required to ensure a viability review mechanism and an appropriate CO2 reduction contribution. As no legal agreement has been entered into the application should be refused for this reason. Refusal is

therefore recommended.

2. **RECOMMENDATION**

1 NON2 **Inappropriate Development**

The proposed development, by reason of its overall scale, site coverage, design and layout, represents an over-development of the site, that would result in a cramped, unduly intrusive, visually prominent and inappropriate form of development, out of keeping with the character and appearance of the surrounding area. The proposal therefore fails to comply with paragraphs 56 to 68 of the National Planning Policy Framework, Policies 3.5 and 7.4 of the London Plan, Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 **Amenity Space**

The proposal does not make adequate provision for external amenity space, or suitable convenient access to the amenity space for all residents, which would be prejudicial to the residential amenities of occupiers of the proposed development, contrary to Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the design principles contained within the Council's adopted "Design Guide "Residential Layouts and House Design".

3 NON2 **Amenity of Neighbouring Residents**

The proposed development, by virtue of its scale, bulk and proximity to the residential terrace on Butler Street would result in overlooking and would have an overbearing impact detrimental to the amenities of the neighbouring occupiers and therefore the proposal would be contrary to policies BE19 and BE21 of the Hillingdon Local Plan: Part 2 (November 2012).

4 NON2 **Section 106 Reason for Refusal**

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of CO2 emissions and an affordable housing review mechanism). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy 3.10 -3.13 and 5.2 of the London Plan (2016) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

INFORMATIVES

1 I52 **Compulsory Informative (1)**

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 **Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R16	Accessibility for elderly people, people with disabilities, women and children
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the

8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

The scheme results in a number of fundamental planning concerns, including inappropriate development, lack of amenity space, poor residential amenity for future occupants and a lack of an appropriate provision of on site affordable housing. The Local Planning authority has taken into consideration the requirements of paragraph 186 and 187 of the National Planning Policy Framework (NPPF), however the extent of the issues with the proposed development are such that the Local Planning Authority does not consider there is any scope to achieve a sustainable development on the site without a fundamental redesign of the development requiring a new planning application. Accordingly, it is considered that the most appropriate way to achieve sustainable development at the site is to issue a timely decision informing the applicant of these fundamental planning concerns.

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to the former Star Public House located on the northern side of Uxbridge Road. Whilst the address of the property is Uxbridge Road, the premises is set on Malborough Parade a slip road which runs parallel and in close proximity of Uxbridge Road. The public house, which was locally listed, together with ancillary outbuildings has now been demolished, leaving the site clear and boarded.

The site is bounded to west by a two storey office building, which has been vacant since July 2009. To the rear of the office building is a car park which contains 13 spaces. To the north and north east are two storey residential dwellings on Butler Street and Star Road.

Malborough Parade is a narrow single way carriageway with a footpath. A number of on-street parking spaces are available on the north eastern side of the carriageway. The parade and development on the southern side of Uxbridge Road opposite comprises mixed commercial/residential development.

The site is situated within a Developed Area and within the Hillingdon Heath Local Centre as identified in the policies of the Hillingdon Local Plan and the site has a Public Transport Accessibility Level (PTAL) score of 2.

3.2 Proposed Scheme

Planning permission is sought for the change of use of the site from a former public house (PH) to a mixed use development, involving the erection of a part 2, part 3 part 4 storey building with ground floor parking to provide 14 flats (10 x 2 bedroom and 4 x 1 bedroom) and a 70 sq m retail unit fronting Uxbridge Road.

The proposed mixed use development would have a frontage onto Star Road of approx. 45 metres, with the proposed development setback some 8.5 metres from the boundary with No.1 Star Road. The elevation fronting Star Road would be predominantly 3 storeys, with

the 4th storey element set back approx. The proposed development is reduced to 2 storeys adjacent to the northern end of the site. 2 external parking spaces and a Private Residents Garden is proposed adjacent to the boundary with No.1 Star Road. Vehicular access would be provided via an undercroft on the Star Road elevation with a total of 12 parking spaces proposed at ground floor level.

A previous scheme was refused due to concerns regarding the quality of internal living environment the applicant has advised that:

'Due to the requirement to protect the privacy of residents on Butler Street, all windows were omitted to the north west elevation, which was deemed an appropriate response to the reasons for refusal to the application submitted in 2014. As a result, the majority of the apartments were single aspect, which gave concern to internal daylight levels within the apartments and the consequently the quality of accommodation. In response to this, the communal corridor has been removed and replaced with an external walkway link, thus enabling windows to be placed to the north east elevation. These windows have been designed accordingly to ensure privacy to the residents of Butler Street is maintained through the use of obscured glazing (bottom section only) and natural light / ventilation is provided to the proposed apartments. These windows only affect bathrooms, utility rooms and kitchens.'

Officers consider this addresses previous reason for refusal relating to the quality of accommodation for future occupiers. However, officers consider there are significant issues that have not been addressed and on balance the application is recommended for refusal.

3.3 Relevant Planning History

8057/APP/2013/2836 The Star Ph Uxbridge Road Hillingdon
Demolition of two storey public house and associated outbuildings (Application for Prior Notification of Demolition)

Decision: 22-10-2013 Refused

8057/APP/2014/3338 The Star Ph Uxbridge Road Hillingdon
Erection of a part 2, part 3 and part 4 storey block containing 18 residential units and a retail unit with associated basement parking, accesses and landscaping.

Decision: 11-03-2015 Refused **Appeal:** 13-11-2015 Dismissed

8057/APP/2016/3671 The Former Star Ph, Corner Of Star Road And Uxbridge Road Hillingdon
Erection of part 2, part 3 and part 4 storey building containing 15 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.

Decision: 05-01-2017 Refused

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.EM6	(2012) Flood Risk Management

Part 2 Policies:

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
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H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
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NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th July 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

80 neighbouring residents were consulted on this application and a site notice was displayed between 16/06/2017 and 17/07/2017. 7no objections were received to the application which are summarised below.

7no objections were received to the application which are summarised below:

NEIGHBOURING RESIDENTS

- concern relating to car parking and traffic congestion;
- objection to the scale of the flats;
- proposal would have an overbearing impact on Star Road which is narrower than usual;
- the upper floor amenity space would result in overlooking into gardens and homes given the proximity of existing properties to the proposal;
- loss of natural daylight and sunlight;
- highways safety impact;
- 4 storeys is far too high for this location;
- second cars would inevitably be parked on Star Road which is congested and a narrow road, parking pressure will increase significantly; and
- the proposal will negatively impact local businesses.

A request was made by a Ward Councillor for the application to be heard at committee.

Internal Consultees

AIR QUALITY (Summary)

The application Site falls within the Uxbridge Road Focus Area therefore mitigation of emissions to the atmosphere associated with the proposed development is required.

The air quality assessment did not undertake an air quality assessment, using inadequate criteria to determine the need to undertake an assessment e.g. DMRB criteria which is suitable to motorway schemes only and other outdated guidance. In addition, no neutral assessment was undertaken as

required by the Mayor. Neither was a construction assessment undertaken.

SUSTAINABILITY

The submitted energy assessment is not sufficient to meet the improved requirements of the London Plan. The assessment shows a 35% reduction in CO2 but this is short of the zero carbon standards now required by the London Plan.

The Council accepted that the previous scheme, submitted in October 2016, did not have to abide by the improved standards because of lengthy pre-application discussions on that scheme.

This is a different scheme which I understand was not subjected to pre-app discussions. Unless there is a reasonable justification for this development still having to comply with previous pre-application advice, then the following comments are necessary:

The proposals do not demonstrate the necessary CO2 reduction as required by the London Plan (5.2).

The development does achieve the minimum 35% requirement and demonstrates the use of PVs in the development. However, the sustainability statement shows a 11.05tCO2 shortfall. Consequently this needs to be made up through an offsite contribution (Policy 5.2e).

If approved a S106 needs to include a payment of £19,890 for the Council's Carbon Offset Fund. If this is not accepted then the applicant is expected to:

- a) needs to provide a new energy strategy showing how the zero carbon standard is achieved; or
- b) the application is refused.

ACCESS

This proposal to construct 14 residential units should be revised to demonstrate compliance with the standards set out in Approved Document M to the Building Regulations (2015 edition). To this end, one units (10%) should be designed to meet the standards for an M4(3) dwelling, with the remaining 13 units designed to achieve an M4(2) standard home.

Particular attention should be paid to the entrance lobby arrangement within Wheelchair accessible flat, in addition to spatial requirements within the bedrooms, bathrooms and kitchen areas. The plans should be amended to demonstrate compliance with the technical specifications for an M4(3) dwelling. The same areas within all remaining dwellings should be designed to accord with the technical specifications of M4(2) for an Accessible and Adaptable dwelling.

HIGHWAYS

This application is for a housing development on the corner of Star Road (local road) and Uxbridge Road (classified road). The site has been the subject of a previous appeal for a previous residential scheme so certain precedents exist. The applicant also applied for pre-app advice and a car parking level of 1 space per flat was suggested. The site is on the corner of Blenheim Parade (Uxbridge Road Service Road) and Star Road both of which are one-way local roads.

There is already high levels of parking stress in the surrounding streets as many properties do not have off street car parking available and these streets are used by patrons and staff of local businesses.

The applicant has supplied a Transport Statement (TS) by RPS dated September 2016 in support of the application. The TS does not address the parking stress issue. The site has a PTAL of 2 which

is poor as it is a long walk to a railway station although local busses pass the site. Such a low PTAL value will rely on private car trips to and from the site. The current proposal is for 14 units (3x1+11x2) but the TS suggests 15 units. There is also a commercial unit of 70sqm at the ground floor and 15 car parking spaces although 2 of those spaces are sited in a private area at the side of the building with a separate access off Star Road. It is not clear from the TS whether the commercial unit will have any dedicated car parking on site.

The access to the new main private car park is off Star Road via a new crossover and undercroft. Given the previous applications where similar parking ratios were not queried I suggest the current car parking allocation is adequate. There are secure covered cycle parking spaces provided in the ground floor plans along with bin storage which is acceptable.

The TS (for 15 units) indicated a low level of trip activity which would have been similar to the previous PH use.

The proposed access is different to the existing vehicular access so re-instatement will be required. I am concerned about the above development in terms of the potential for additional parking stress that may occur but parking standards have been met. There are a number of conditions that should be applied namely reinstatement of highway and EVCP.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site lies within the Hillingdon Heath Local Centre as identified within the Hillingdon Local Plan. Whilst general policies are supportive of residential development in principle, this is subject to compliance with a number of detailed criteria.

The former use of the site was as a public house, the use has ceased and the site is now cleared. There are no Hillingdon Local Plan policies that prevent the loss of a public house. In addition, the proposal is consistent with Central Government advice contained in the NPPF, which encourages the re-use of previously developed land more efficiently. There is therefore no objection in principle to residential development on the site, subject to the proposal satisfying other policies within the Local Plan.

Table 8.1 of the Local Plan: Part 2 (November 2012) states that as well as providing local shops and services for people within walking distance, Local Centres provide a full range of essential shop uses and other local services for people who do not live or work near a Town Centre. Accordingly, they are, in principle, appropriate locations for retail outlets to serve people who would otherwise make longer trips to their nearest town centre or to a large free-standing store outside the Borough. The proposed development would provide a retail unit within a designated Local Centre, which would provide a retail offering to meet the needs to the local community. No objections are therefore raised to a retail use on this site.

7.02 Density of the proposed development

The site has an area of approximately 0.086 ha. The site is located in an area with a PTAL of 2. However, this is a mixed use development comprising elements of residential and commercial use. The Greater London Authority's London Development Database manual contains guidance on how to calculate the residential density for mixed use schemes. In accordance with this guidance, the residential element of the scheme is calculated as 0.3 ha and the density has been assessed on this basis.

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan (2016) recommends that

for a PTAL of 2-3, in a suburban setting, a density of between 50-95 u/ha, (assuming 2.7-3.0 hr/unit) can be achieved for the application site.

The proposal seeks to provide 14 residential units. This equates to a density of 163 u/ha. The scheme is therefore far in excess of the density parameters for units per hectare in the guidelines set out within Table 3.2 density matrix of the London Plan (2016), (assuming a PTAL of 2 in a suburban setting).

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

See section of 'impact on the character and appearance of the area'.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. The scale, bulk and siting of the buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

London Plan (2016) Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan (2016) policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

It is considered that a reduction in the scale, bulk and mass of the proposed development been secured as a means to attempting to address the refusal reasons outlined in Planning Decision Reference 8057/APP/2014/3338 dated 11 March 2015 and 8057/APP/2016/3671 dated 05 January 2017. To this end, the distance between the proposed development and the boundary with No.1 Star Road has been increased and there has been a reduction to 2 storeys on a section of the Star Road elevation. This proposal also reorganises windows and introduces a full height timber panels and 2 x 1 bedroom units are replaced a 1 x 2 bedroom duplex.

Despite the changes, there is concern in relation to this proposal in terms of its scale, bulk and massing. The linear unbroken mass along Star Road, the height of the proposal along Star Road is excessive and does not relate well to the modest 2-storey properties along Star Road. The proposed building is predominantly 3-4 storeys along Star Road, which should instead be 2-3 storeys, with the dominant element being 2 storeys in height to reflect the scale of the adjacent houses. As proposed it would have an overbearing impact on the streetscene along Star Road.

The applicant proposed to add an element of interest to the rear through the introduction of windows, an external walkway and amenity space at upper levels. However there is concern in relation to overlooking which is covered later in the report. The introduction of a frosted glass balcony to mitigate the overlooking would appear alien in this context and the introduction of windows does little to overcome the sheer scale of the proposal when viewed from Butler Street.

Notwithstanding the introduction of planters the majority of the site continues to remain covered by built development and hard surfacing. The residual areas will provide little usable amenity space with little opportunity for landscape enhancement.

Furthermore, the proposal for a crossover to accommodate two separate parking spaces off street is considered to harm the streetscene. Paragraph 4.34 notes 4.34 of HDAS (2006) As a general rule, car parking for flatted development should be accommodated off-street (curtilage / on the plot), out of sight and/or screened from the public realm and the street. Areas of car parking in front of new developments will be resisted by the Council.

Due to the predominantly three/four-storey height of the proposal, the limited size of the plot and distances of the proposed building from the site boundaries, the siting of the block forward of the return building line, together with the level of hard surfacing, it is considered that this scheme represents a cramped and incongruous form of development, out of keeping with the development density, character and appearance of the area.

Overall, it is considered that the proposal, given its scale, siting and site coverage would constitute an over-development of the site, resulting in an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the area. The proposal is therefore contrary to Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document - Residential Layouts.

7.08 Impact on neighbours

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), requires new residential developments to be designed so as to ensure adequate outlook for occupants of the site and surrounding properties. The proposed building would maintain a gap of 6-7 metres to the boundaries of the rear gardens of properties fronting Butler Street with a separation distance of 18 metres between the rear building line of the proposed development and the rear building line of the two storey residential properties on Butler Street. It is considered that the bulk and mass of the proposed development has been reduced adjacent to No.1 Star Road when considered against the previously refused scheme (Planning Decision Reference 8057/APP/2014/3338 dated 11 March 2015). To this end, the proposed development has been set in some 9 metres from the boundary with No.1 Star Road and there has been a reduction in the height of part of the development along Star Road to 1 storeys.

It thus continues to remain that the bulk and massing of the proposed building would produce an oppressive impact and have an adverse effect on the outlook of adjoining residents from their rear gardens, Furthermore, in the continued absence of appropriate soft landscaped boundary treatment, together with the proximity of the development to the boundaries of properties along Butler Street, the development cannot be effectively screened and softened to minimise the impact on its surroundings. It is therefore considered the close proximity of the buildings to the property boundaries coupled with a separation distance of some just 18 metres between the proposed development and the existing two storey dwellinghouses on Butler Street, will have an adverse effect on the amenities of adjoining residential properties, contrary to policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In relation to privacy, Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), requires new residential developments to be designed so as to ensure adequate outlook and privacy for occupants of the site. A distance of between 18 and 20 metres is maintained between the rear building line of the proposed development and the

rear windows of properties fronting Butler Street. It is noted that revised scheme proposed obscurely glazed windows on the ground, first, second and third floors on the rear (east) elevation of the proposed development. It is thus considered that concerns with respect to the loss of privacy to residents on Butler Street have been significantly reduced.

With respect to the privacy of residents on Star Road, a separation distance of 13-15.5 metres has been determined between the windows on the Star Road elevation of the development and the front elevation of the residential properties at 2-4 Star Road. Coupled with the windows on the Star Road elevation of the development, private balconies are also proposed for the use of the future occupants of the development. It is considered that the proximity of the windows and balconies on the Star Road elevation to the existing residential properties at 2-4 Star Road would lead to an unacceptable loss of privacy to adjacent properties. This is contrary to the provisions of Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In relation to daylight/sunlight, Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses. A daylight/sunlight assessment has been provided as part of this application which is outdated and refers to the incorrect scheme. This assessment has concluded that all windows and rooms to adjoining residential properties will retain good daylight and sunlight values with no noticeable change to the existing values and the assessment has concluded that the BRE guidelines will be satisfied. It is considered that the proposed development would not adversely affect daylight/sunlight to adjoining properties and the proposed development would satisfy the requirements of policy BE 20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The drawings illustrate shared amenity space at first floor level, this will result in direct overlooking into properties along Butler Street and is therefore inappropriate. Furthermore, should this be provided with obscure glazing, the quality of space would not be an attractive space but rather an oppressive space that could be used for storage. This proposal would be detrimental to the character and of the surrounding properties and is contrary to Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The applicant has overcome previous reasons for refusal by providing obscurely glazed windows which serve secondary rooms the proposed units are proposed to be dual aspect units. It is considered that this layout is acceptable and overcomes previous reasons for refusal. However, there is concern relating to the quality of amenity space being provided on the terrace at upper levels.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

There is evidence of parking stress in the area due to pressures from the local retail units and local residents who often have no off-street parking available. The application is supported by a Transport Statement by RPS dated September 2016. The site has a PTAL of 2 (poor) which is a result of nearby bus services. This value will mean there will be a reliance on private cars for trip making.

The 2014 scheme for 18 units which went to appeal had 11 parking spaces (a deficiency of at least 7 spaces).

The Inspector concurred with the Council's view that this would lead to on-street parking, 'I would expect car ownership levels to exceed the number of spaces proposed. This would lead to parking on the adjacent highway which, at the time of my site visit, was heavily parked, with cars on both sides of the road, even though it is narrow at this point. But the Inspector did

not consider the parking deficiency to be a reason to dismiss the appeal. In this regard the Inspector stated,

'From what I saw, I would not expect the additional onstreet parking that would result from the proposal to be at such a level that could not satisfactorily be accommodated within the surrounding streets.'

The Inspectors opinion do carry weight and are only 3 years old. It is considered that the 14 spaces could be allocated 1 per a unit and this combined with the commercial unit would result in a 1 space deficiency (hence any staff would need to park on street). This minor deficiency is considered acceptable in the context of the previous inspector's comments.

Secure cycle parking spaces are being provided which is considered acceptable.

The existing Star Road frontage will require alteration to accommodate the vehicular access to the parking area as well as the separate bank of 2 car parking spaces. The Transport Statement estimates the evening peak hour trips will be 3 two-way trips per hour which is likely to be similar to the previous use but the impact is not likely to be significant.

It is considered that the proposed development would not be detrimental to highway safety and would not have an undue impact on the free flow of traffic in the area.

7.11 Urban design, access and security

PRIVATE AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings, and which is usable in terms of its shape and siting. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats

and maisonettes is provided:

1 bedroom flat - 20m² per flat

2 bedroom flat - 25m² per flat

Based on the current accommodation schedule, this would equate to a total of 330m² of shared and private amenity space for 14 residential units. The current development proposal would result in most of the site covered by the proposed built form and hard surfacing. A private residents garden area is proposed adjacent to the boundary with No.1 Star Road with a total ground area of approximately 99m². Access to this garden area from the upper floors would be via a stairway with the residents lift located on the Uxbridge Road end of the development. It is thus considered that poor connections exist between the interior of the building and the external garden space for disabled persons. The proposal is for 1 and 2 bedroom flats and there are not enough units to justify a play area using GLA guidance.

Although 8 of the units have individual balconies, the amenity space provision for each of the residential units falls substantially below local guidance.

It should be noted that when dismissing an appeal for an 18 unit scheme at this site in 2014 the Inspector said:

'The appellant indicates that the roof area could be used for a terrace and a nearby park could be accessible to residents. Firstly, I consider that the lack of on site garden areas for

use by many of the residents would be unacceptable as there is a requirement within the Council's policies and standards for a far greater provision. The proposal would not adequately cater for this need. In relation to the nearby park, whilst this is quite close to the appeal site, access to it would be difficult due to the need to cross roads, including the very busy Uxbridge Road and this would prove a deterrent for some. In relation to the use of the roof as a terrace, no details are shown and this could give rise to unreasonable levels of overlooking. I have considered the other examples of decision that have been drawn to my attention by the appellant. I do not have full details of these cases and so it is not possible to draw direct comparisons with those schemes; furthermore, I note that a number are not within the same borough. In these circumstances, I consider that the lack of usable amenity space results in accommodation that would be deficient for future residents, contrary to the aims of Policy BE23 of the LP.'

It is considered that the inability of the scheme to provide adequate amenity space and provide an appropriate balance between built form and soft landscaping is in direct conflict with Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and is indicative of the over-development of the site.

UNIT MIX

Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. The proposed unit mix is 4 x 1 bedroom and 10 x 2 bedroom flats. This mix of units is considered appropriate for this location.

7.12 Disabled access

Policy 3.8 of the London Plan (2016) requires homes that are suitable for a range of needs. At least 10% of the dwellings are expected to be designed to meet the standards for an M4(3) dwelling, with the remaining 13 units designed to achieve an M4(2) standard home.

The application fails to provide appropriate circulation space within communal areas and within dwellings. The plans fail to demonstrate compliance with the technical specifications for an M4(3) dwelling and technical specifications of M4(2) for an Accessible and Adaptable dwelling.

7.13 Provision of affordable & special needs housing

The development would introduce a total of 14 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan (2016) policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1 (November 2012) relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. A Financial viability Appraisal (FVA) has been carried out in support of this application. At the time of writing the committee report officers had not received a final written report from the independent viability consultants (this will be reported through the Committee addendum). However the site has an extensive planning history and based on this history officers are not expecting the development (based on the unit numbers and mix proposed) to be viable enough to provide affordable housing. Nonetheless had the application been recommended for approval officers would have insisted on a review mechanism and this would have needed to be secured through a legal agreement.

7.14 Trees, landscaping and Ecology

The development will result in a net reduction in garden space and associated wildlife. However, the incorporation of a green roof and green wall will offset some of the loss and is

therefore broadly supported in principle. However, the development needs a larger area put aside for green roofs and there is ample 'dead space' on the south west elevation for additional living walls/screens. The proposed measures, along with the suggested additional measures, in theory, should be free from disturbance and the threat of disturbance (i.e. removal of grassed areas for paved patios/driveways).

If planted appropriately, these measures should provide a long term suitable replacement for the loss of the garden space. However, the details in the supporting document are scarce and the proposals not sufficient. Furthermore, green roofs are extremely vulnerable to design changes and later involvement from developers.

It is considered that Ecology matters could be dealt with by way of condition subject to approval of the planning application. As the application is being recommended for refusal such conditions cannot be secured.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

The submitted energy assessment is not sufficient to meet the improved requirements of the London Plan. The assessment shows a 35% reduction in CO2 but this is short of the zero carbon standards now required by the London Plan. The sustainability statement shows a 11.05tCO2 shortfall. Consequently this needs to be made up through an offsite contribution of £19,890 (Policy 5.2e), in the absence of a legal agreement this is a reason for refusal.

7.17 Flooding or Drainage Issues

The Flood and Drainage Officer notes that the site lies adjacent to an area identified as risk from surface water flooding and therefore recommends the imposition of a condition to control surface water on the site. The drainage design would need to consider the prevention of water from entering the basement carparking on site.

Had the development been acceptable in other respects, it is considered that subject to appropriate conditions the proposal would comply with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Local Plan Part 2 Saved UDP Policies (Nov 2012), Policies 5.12 and 5.13 of the London Plan (2016) and the NPPF.

7.18 Noise or Air Quality Issues

NOISE

In terms of noise, it is noted that the revised scheme has removed the proposed basement car park and thus the requirement for a vehicular lift. It is thus considered that any noise related matters could be dealt with by way of condition, subject to approval of the planning application. As the application is being recommended for refusal such conditions cannot be applied at this juncture.

AIR QUALITY

The application Site falls within the Uxbridge Road Focus Area therefore mitigation of emissions to the atmosphere associated with the proposed development is required.

The air quality assessment did not undertake an air quality assessment, using inadequate criteria to determine the need to undertake an assessment e.g. DMRB criteria which is suitable to motorway schemes only and other outdated guidance. In addition, no neutral

assessment was undertaken as required by the Mayor. Neither was a construction assessment undertaken. It is thus considered that any air quality related matters could be dealt with by way of condition, subject to approval of the planning application. As the application is being recommended for refusal such conditions cannot be applied at this juncture.

7.19 Comments on Public Consultations

7.20 Planning obligations

A legal agreement would be required to ensure a viability review mechanism and an appropriate CO2 reduction contribution. As no legal agreement has been entered into the application should be refused for this reason.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

None identified.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning

applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

Planning permission is sought for the erection of a part 2, part 3 part 4 storey building comprising 14 self-contained residential units (10 x 2 bedroom & 4 x 1 bedroom), on the site of a locally listed former public house, now demolished, located on the northwestern side of Uxbridge Road.

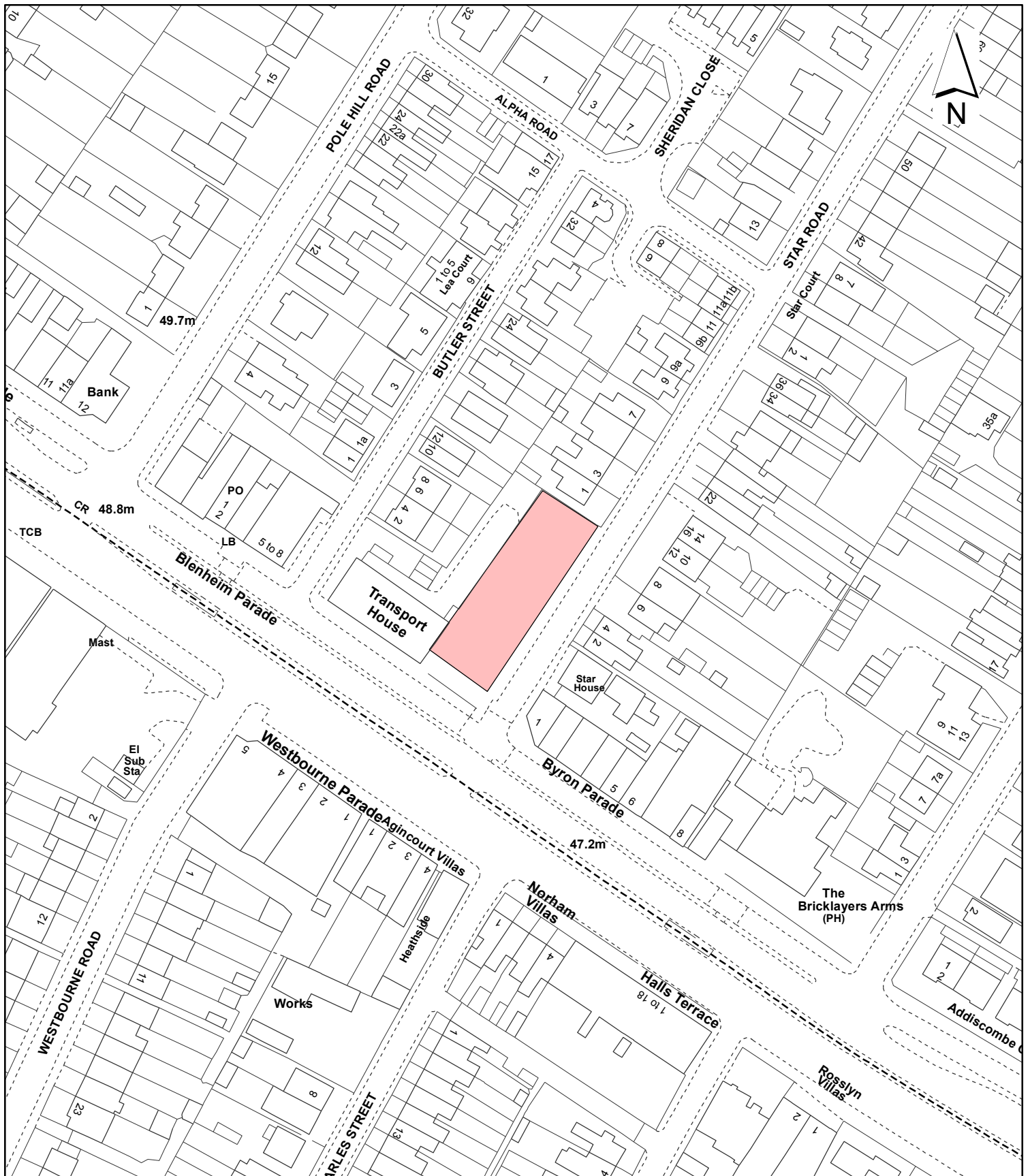
The current proposal represents a cramped and incongruous form of development, which would be out of keeping with the character of the area, in particular Star Road. The proposal would be detrimental to the residential amenities of residents of Star Road and Butler Street. The proposal would also fail to provide sustainable living conditions for future occupants with a lack of appropriate usable amenity areas and landscaping. A legal agreement would be required to ensure a viability review mechanism and an appropriate CO2 reduction contribution. As no legal agreement has been entered into the application should be refused for this reason. Refusal is recommended for these reasons.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2011)
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)
National Planning Policy Framework (NPPF) (2012)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**The Former Star PH
 Corner of Star Road**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
8057/APP/2017/2041

Scale:
1:1,250

Planning Committee:
Major Page 20

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address SOUTHALL WATERSIDE HAYES BY PASS HAYES

Development: Re-configuration and excavation of the dredging lagoon; installation of a new bund; the removal of the central spine including associated works.

LBH Ref Nos: 54814/APP/2017/2103

Drawing Nos: A720-E05-IW-ARU-EW-DR-0001 - Proposed Site Plan P4
A720-E05-IW-ARU-EW-DR-0002 - Lagoon Sections P3.
A720-E05-IW-ARU-EW-DR-0004 P2
A720-E05-IW-ARU-EW-DR-0003 P3
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 10
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 2
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 3
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 5
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 7
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 8
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 11
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 9
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 12
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 17
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 13
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 15
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 14
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 16
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 1
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 4
A720-E02-IW-ARU-DSK-RP-0001-P02 Part 6
Lagoon - Covering Letter - June 2017

Date Plans Received: 09/06/2017 **Date(s) of Amendment(s):**

Date Application Valid: 09/06/2017

1. SUMMARY

The application is for the reconfiguration of the dredging lagoon. The works are required as the Canal & River Trust (CRT) is losing part of the existing lagoon capacity as a consequence of the Western Access road. To compensate for this loss, the applicant is remodelling the existing lagoon to ensure the capacity is not effected following the completion of the works.

This proposal is not considered to not have a negative impact on the Green Belt, Green Chain or biodiversity of the site. The planning application is supported by a number of documents including an Ecological Assessment, Construction Methodology Statement and a Phase 1 Contamination Survey. These all confirm that the proposal will not have any adverse impacts.

Particular attention has been given to this ecological impact and, as required by relevant planning policy, an ecological assessment has been submitted with this application. Within this assessment are a series of suggested mitigation and enhancement methods,

which will be implemented to ensure a minimised impact and the proposal's adherence with local Plan and London Plan policy.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM3 **Time Limit**

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

REASON

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

2 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

A720-E05-IW-ARU-EW-DR-0001 - Proposed Site Plan P4

A720-E05-IW-ARU-EW-DR-0002 - Lagoon Sections P3.

A720-E05-IW-ARU-EW-DR-0004 P2

A720-E05-IW-ARU-EW-DR-0003 P3

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 10

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 2

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 3

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 5

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 7

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 8

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 11

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 9

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 12

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 17

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 13

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 15

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 14

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 16

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 1

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 4

A720-E02-IW-ARU-DSK-RP-0001-P02 Part 6

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM5 **General compliance with supporting documentation**

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

Southall Waterside Ecological Assessment by Ramboll Environ dated 28/04/2017

Thereafter the development shall be retained/maintained in accordance with these details

for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policy EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works, and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. A method statement regarding the eradication of non-native invasive species, such as Japanese Knotweed.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and

approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.c Means of enclosure/boundary treatments
 - 2.e Hard Surfacing Materials
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015)

7 NONSC Non Standard Condition

No development approved by this planning permission shall commence until an appropriate Site Investigation and a schedule of quality criteria for the re-use of materials required for the re-configuration has been submitted to the Local Planning Authority and approved in writing following consultation with the Environment Agency. The scheme will then be implemented as approved.

REASON

To protect controlled waters. The dredge lagoon is likely to be formed of potentially contaminated material. This condition is required to ensure that the material excavated is tested and only re-used on site if it meets an acceptable quality standard and does not pose a risk to controlled waters.

8 NONSC Non Standard Condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The

remediation strategy shall be implemented as approved.

REASON

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

9 NONSC Non Standard Condition

Prior to the commencement of the development hereby permitted, details of the arrangements of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. Surface water drainage should be carried out in accordance with the approval details.

REASON

In the interests of protection of the water quality of the Grand Union Canal. Details are required prior to commencement in order to protect the water quality of the Grand Union Canal from the outset of the works.

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

LPP 7.16	(2016) Green Belt
OL1	Green Belt - acceptable open land uses and restrictions on new development
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
NPPF9	NPPF - Protecting Green Belt land

3 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies

from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

5

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy (CIL) which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority.

In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

6

A Flood Risk Activity Permit will be required for any works within 8 metres of a main river under the Environmental Permitting (England and Wales) Regulations 2010. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/floodrisk-activities-environmental-permits>.

7

This development may require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 if any waste material is going to be imported for the re-configuration works unless a waste exemption applies.

8

Should planning permission be granted we request that the following informative is appended to the decision notice:

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>)".

3. CONSIDERATIONS

3.1 Site and Locality

The lagoon lies partly within but substantially outside of the wider Southall Waterside

development site area (formerly known as the Southall Gas Works site). The Site is located within the Minet Tip, a parcel of land owned by the Canal & River Trust (CRT) bounded by the Grand Union Canal to the east and the Yeading Brook to the west. The Minet Tip is a wooded area. The Site currently consists of a lagoon comprising two connected basins and surrounding vegetated area of land. The lagoon is owned and operated by CRT and is used for the de-watering of dredgings excavated from the canal.

3.2 Proposed Scheme

This proposal is for the reconfiguration of the existing dredging lagoon at Minet Tip in order to restore the capacity that will be lost as a result of the construction of the new Western Access to the Southall Waterside site. The works are required as CRT is losing part of the existing lagoon capacity as a consequence of the Western Access road. To compensate for this loss, SJWL are remodelling the existing lagoon to ensure the capacity is not effected following the completion of the works.

The lagoon needs to be dredged to increase its capacity, due to the loss of the southern part of the lagoon. This is required to be filled in to allow space for the construction of the new Western Access road, which will serve the Southall Waterside development (the former Southall Gasworks site). The Southall Waterside development was initially consented under planning permission ref: 54814/APP/2009/430 on the 29 September 2010, for the construction of the Western Access.

Due to the encroachment of the embankment for the Southall Waterside western access into the footprint of the lagoon, the applicant is required to undertake these works on behalf of CRT in order to mitigate the potential impact of the works on CRT's operations.

3.3 Relevant Planning History

Comment on Relevant Planning History

The area of land subject to this application lies adjacent to the wider Southall Waterside development. This section provides an overview of the key planning applications associated with the Southall Waterside development.

Planning applications P/2008/3981-S and 54814/APP/2009/430 were submitted by National Grid Property Limited to the LBE and LBH respectively on 9 October 2008. Both Local Authorities determined to refuse the applications.

The Mayor resolved to grant planning permission on 25 March 2010 subject to the prior completion of a Section 106 Agreement. The Section 106 Agreement was signed on 29 September 2010 and planning permission was granted on the same day.

Further to the approval of planning permission 54814/APP/2009/430 in 2010, there has been three planning applications of relevance to the site. A "Non-material amendment to rectify incorrect drawing references to LB Hillingdon conditions 2, 9 and 11" (Ref. 54814/APP/2013/3372) was approved on 10 December 2013. Secondly, a minor material amendment to vary condition 2 to amend the western access road (Ref. 54814/APP/2017/604) was approved on 20/09/2017.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

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

PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

LPP 7.16 (2016) Green Belt

OL1 Green Belt - acceptable open land uses and restrictions on new development

EC5 Retention of ecological features and creation of new habitats

EC6 Retention of wildlife habitats on derelict or vacant land

NPPF9 NPPF - Protecting Green Belt land

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **20th July 2017**

5.2 Site Notice Expiry Date:- Not applicable

20th July 2017

6. Consultations

External Consultees

ENVIRONMENT AGENCY

Having reviewed the details submitted with this application we have no objections to proposed development subject to the following conditions being placed on any permission granted.

Condition EA1

No development approved by this planning permission shall commence until an appropriate Site Investigation and a schedule of quality criteria for the re-use of materials required for the re-configuration has been submitted to the Local Planning Authority and approved in writing following consultation with the Environment Agency. The scheme will then be implemented as approved.

Reason

To protect controlled waters. The dredge lagoon is likely to be formed of potentially contaminated material. This condition is required to ensure that the material excavated is tested and only re-used on site if it meets an acceptable quality standard and does not pose a risk to controlled waters.

Condition EA2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Flood Risk Activity Permit

A Flood Risk Activity Permit will be required for any works within 8 metres of a main river under the Environmental Permitting (England and Wales) Regulations 2010. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/floodrisk-activities-environmental-permits>.

Environmental Permit - Waste

This development may require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2010 if any waste material is going to be imported for the re-configuration works unless a waste exemption applies.

CANALS & RIVER TRUST

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that "living waterways transform places and enrich lives". We are a statutory consultee in the development management process.

The Council will be aware that as well as being a statutory consultee for this application, the Trust is the landowner of the lagoon.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. The main issue relevant to the Trust as statutory consultee on this application is the potential impact on the water quality of the Grand Union Canal as a result of the drainage proposals. On the basis of the information available our advice is that a suitably worded condition is necessary to address these matters. Our advice and comments are detailed below:

The application form and Construction Management Plan refer to the presence of land which is contaminated. Section 4.14 of the Lagoon Planning Statement states:

'During the construction phase(s) any dust, run-off and noise impacts will be mitigated and this evidence is provided in the accompanying Construction Methodology Statement.'

The Construction Management Plan identifies that the site remediation work will include the provision of any necessary temporary drainage required but does not provide any information on where this temporary drainage network would discharge to. No information is given on the quality of groundwater at this location but it may contain certain contaminants at elevated levels. We suggest that in the interests of the protection of the water quality of the Grand Union Canal (potentially as well as other waterbodies), in accordance with policy EM8 of the Council's Local Plan, further details of the temporary drainage arrangements should be required by condition.

Should the applicant intend to discharge water into the Grand Union Canal, permission would be needed from the Canal & River Trust, in advance. As a precautionary approach, the Trust will require that no surface water (e.g. via surface water run-off) or extracted perched water or groundwater are discharged into the canal during works unless analysis has shown that any such discharge is uncontaminated.

Conditions

"Prior to the commencement of the development hereby permitted, details of the arrangements of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. Surface water drainage should be carried out in accordance with the approval details.

Reason: In the interests of protection of the water quality of the Grand Union Canal. Details are required prior to commencement in order to protect the water quality of the Grand Union Canal from the outset of the works".

Informatives

Should planning permission be granted we request that the following informative is appended to the decision notice:

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant.

(<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>)"

Internal Consultees

FLOOD WATER MANAGEMENT

This proposal reconfigures an existing lagoon for dredgings to maintain capacity. Internal bunds are

removed to maintain the existing capacity and it makes no alteration to the lagoon footprint in the floodplain. The proposed access road and implications on the floodplain have been assessed and mitigation proposed as part of those applications. An FRA has been submitted and clearly shows there is no impact and therefore there are no objections to the proposal.

TREES AND LANDSCAPING

This site is an area of land to the south of Minet Park, immediately to the north of the proposed new road and western access bridge embankment to the west of the Southall Waterside development. The land is situated to the north of the Grand Union Canal. COMMENT Ramboll Environ's letter of 05/06/2017 summarises the site description, its proposed use, baseline condition, assessment of impacts and mitigation and conclusions based a series of ecological assessments including Appendix 1: Phase 1 Habitat survey, Appendix 2: Ecological Walkover. No trees of merit will be affected by the proposal. A Construction Management Scheme, by St James, confirms (4.9.1) that an ecological clerk of works will be on hand to advise about pre-clearance work and other ecological issues including timing constraint in relation to protected species, additional surveys and the provision of mitigation measures. The Ramboll letter confirms that impacts on the ecological features (of local level importance) will be largely temporary in nature, with no significant residual effects on ecological features. A commitment has been made to ecological mitigation and enhancement , including the eradication of Japanese Knotweed , an appropriate CEMP, appropriate planting and the protection of retained trees. - Details of these works can be dealt with buy condition. RECOMMENDATION No objection subject to conditions COM6, COM8 (to include a method statement regarding the eradication of non-native invasive species, such as the Japanese Knotweed), COM9 (parts 1,2,4,5,6) and COM10 (including details of site monitoring / supervision / reporting by a suitably qualified ecologist).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site forms part of the Green Belt. The National Planning Policy Framework (NPPF) advises that the essential characteristics of Green Belts are their openness and permanence. Paragraph 87 advises that inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 advises that "very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.' At paragraph 89, the NPPF goes on to advise that the construction of new buildings should be regarded as inappropriate.

Policy 7.16 of the London Plan seeks to maintain the protection of London's Green Belt and seeks to ensure that inappropriate development in the Green Belt should not be approved except in very special circumstances.

Policy EM2 in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) advises that any proposal for development in Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

Policies in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) endorse national and regional guidance, in particular, policies OL1 and OL4 which assess new buildings in the Green Belt. Furthermore, the application site is not identified in the Local Plan as a 'Major Developed Site'; is not a site suitable for deletion from the Green Belt; and is not a damaged, derelict or degraded land site. The proposal therefore represents inappropriate development and 'very special circumstances' therefore need to be demonstrated.

The reason why the engineering operations are required is to enable the construction of the Western Access Road, which is an approved piece of infrastructure.

The lagoon is located on the fringe of the Green Belt adjoining the A312 and Pump Lane. The lagoon is required to enable the dewatering of canal dredgings by CRT. This lagoon is an established use within the Green Belt which is important to the maintenance and upkeep on the Grand Union Canal. The reconfiguration of the lagoon, including the removal of the central spine and the installation of a new bund, will not impact on the openness of the Green Belt or conflict with the "purpose of including land within the Green Belt.

7.02 Density of the proposed development

Not Applicable.

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

Not Applicable.

7.04 Airport safeguarding

No safeguarding issues arise from the proposed development.

7.05 Impact on the green belt

Please refer to the principle of development section.

7.07 Impact on the character & appearance of the area

Given the relatively secluded location of the dredging lagoon and the nature of the works, which are simply to reconfigure the lagoon, officers consider that the proposed development is therefore considered to have minimal impact on the character and appearance of the area and is deemed acceptable.

7.08 Impact on neighbours

There are no residential properties near the site given it's location within the Minet Country park.

7.09 Living conditions for future occupiers

Not Applicable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not Applicable.

7.11 Urban design, access and security

Not Applicable.

7.12 Disabled access

Not Applicable.

7.13 Provision of affordable & special needs housing

Not Applicable.

7.14 Trees, landscaping and Ecology

The Trees and Landscape Officer has reviewed the proposals and raised no objection. The scheme is therefore considered acceptable in this regard and accords with Policy BE38.

7.15 Sustainable waste management

Not Applicable.

7.16 Renewable energy / Sustainability

NPPF Paragraph 109 sets out that the planning system should contribute to and enhance the natural environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

The site is located in Nature Conservation Site of Metropolitan or Borough Grade I Importance. The adjoining Grand Union Canal is classified is also classified as a Natural

Conservation Site of Metropolitan Importance.

Policy 7.19 biodiversity and access to nature states that development Proposal should: a) wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy 7.21 'trees and woodlands' states that existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species.

The Grand Union Canal Policies BE32 and BE34 state that proposals adjacent the canal should secure and enhance the role of the canal.

The lagoon is an established use and is important to the successful operation of the adjacent canal. The accompanying Ecology report states that the mitigation measures are acceptable and the current vegetation will be replaced in the medium to long term and that nature conservation importance to the site is only to the local level.

While the site is partly within Flood Zone 2 and 3, the proposal would remain above the known groundwater level due to alterations to the topography, so there would be no increased risk of flooding to the site.

If the works are undertaken with the correct mitigation measures then there will not be any significant residual effects on the ecological features and this is in accordance with the Development Plan and regional guidance.

7.17 Flooding or Drainage Issues

No drainage issues arise from the proposals.

7.18 Noise or Air Quality Issues

Not Applicable.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

Not Applicable.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use

of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

The application is for the reconfiguration of the dredging lagoon. The works are required as the Canal & River Trust (CRT) is losing part of the existing lagoon capacity as a consequence of the Western Access road. To compensate for this loss, the applicant is

remodelling the existing lagoon to ensure the capacity is not effected following the completion of the works.

This proposal is not considered to not have a negative impact on the Green Belt, Green Chain or biodiversity of the site. The planning application is supported by a number of documents including an Ecological Assessment, Construction Methodology Statement and a Phase 1 Contamination Survey. These all confirm that the proposal will not have any adverse impacts.

Particular attention has been given to this ecological impact and, as required by relevant planning policy, an ecological assessment has been submitted with this application. Within this assessment are a series of suggested mitigation and enhancement methods, which will implemented to ensure a minimised impact and the proposal's adherence with Local Plan and London Plan policy.

11. Reference Documents

London Plan (2016)

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

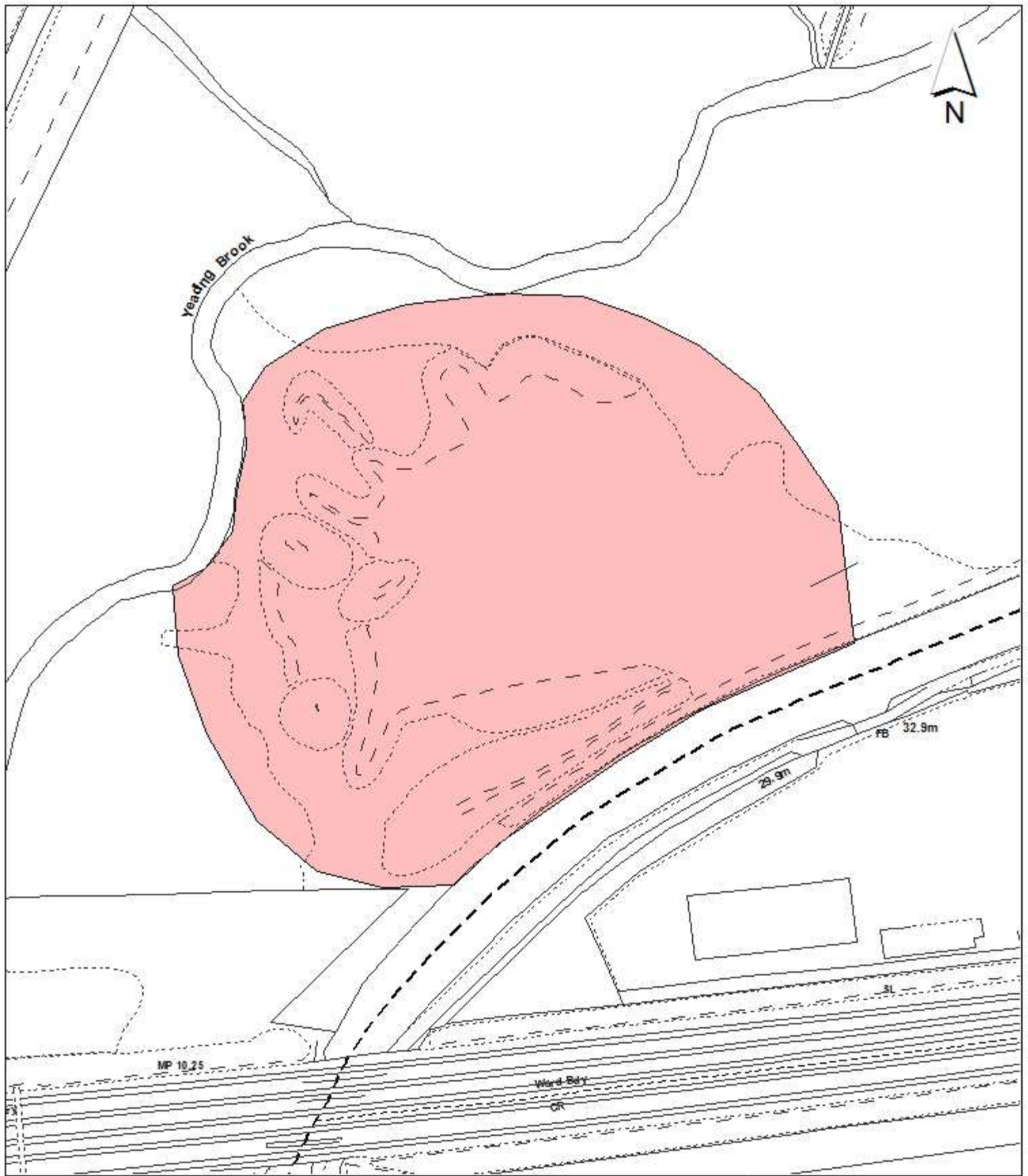
Saved Unitary Development Plan Policies (2007)

The West London Waste Plan

The National Planning Policy Framework (NPPF, March 2012),

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**SGW - Lagoon
Application (FULL)**

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

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

Planning Application Ref:

54814/APP/2017/2103

Scale:

1:1,250

Planning Committee:

Major Page 36

Date:

October 2017



HILLINGDON
LONDON

Agenda Item 8

Report of the Head of Planning, Sport and Green Spaces

Address	ABROOK ARMS PH HAREFIELD ROAD UXBRIDGE
Development:	Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park.
LBH Ref Nos:	18505/APP/2016/3534
Drawing Nos:	Design and Access Statement Flood Risk Assessment Air Quality Assessment Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species 1 of 1 Rev. F1 1 of 4 Rev. F0 4 of 4 Rev. F0 2 of 4 Rev. F0 3 of 4 Rev. F0 1 of 1 Rev. F1 (Existing Elevations) 16074-02 Rev. P1 16074-15 Rev. P1 16074-01 Rev. P1 Sustainability & Energy Statement 4803/3/11 Rev. D Transport Statement Arboricultural Survey Arboricultural Method Statement Report to assess viability (of retaining public house) Barnard & Associates Ltd letter dated 26/1/17 responding to Water and Flood Management Officer's comments Barnard & Associates Ltd letter dated 26/1/17 responding to Thames Water's comments Agent's email dated 3/3/17 4803/3/10 Rev. C Affordable Housing, Planning Obligations & Community Infrastructure Levy Report Archaeological Desk-based Assessment, July 2016 (revised 7/2/17) Letter from Thames Valley Archaeological Services dated 6/1/17 Affordable Housing Viability Assessment 16074-TR05 Rev. P1 16074-TR04 Rev. P2 16074-TR03 Rev. P2 16074-TR02 Rev. P2 16074-TR01 Rev. P2 16074/SKRAMP01 Frendcastle's FVA response dated 6/7/17 4803/3/12 Rev. B 4803/3/13 Rev. B 4803/3/18 Rev. B 4803/3/15 Rev. B 4803/3/16 Rev. B

4803/3/17 Rev. B
 Report to justify demolition of existing building
 Drainage consultant's email dated 1/3/17 (forwarded in agents email dated 2/3/17)
 16074-10 Rev. P2
 16074-11 Rev. P2
 Viability Assessment - Further information from the applicant, June 2017
 Draft Operations and Maintenance Manual for Stormwater Drainage System and Permeable Paving
 Agent's email dated 30/5/17 (forwarding traffic consultant's response)

Date Plans Received:	21/09/2016	Date(s) of Amendment(s):	03/03/2017
Date Application Valid:	13/10/2016		28/06/2017
			06/07/2017
			30/05/2017
			26/01/2017
			14/06/2017
			02/03/2017
			09/01/2017
			09/03/2017
			21/09/2016
			19/04/2017
			02/05/2017

1. SUMMARY

This application seeks planning permission to re-develop the site of the former Abrook Arms Public House to provide a new part two/part three storey building with accommodation in the roof space and basement/lower ground floor to provide 18 flats with associated landscaping and basement and front garden parking.

Retention of the existing public house building and use of the site has significant support from those members of the public that have responded to the consultation on this planning application. However, the building is not statutory listed, and following external and internal inspection by the Council's Conservation/Urban Design Officer, the building is not considered to warrant local listing. Therefore, the building itself is not of sufficient architectural or historic interest that can justify its retention. Furthermore, in terms of the retention of the use, this site is within a comfortable walking distance of Uxbridge town centre with all its licensed facilities and the Gardiners Arms on Park Lane is a 1.13km walking distance away. It would therefore be difficult to object to the proposals on the grounds that the area lacked alternative facilities.

The proposed flatted block would be of a similar height to the existing building, although it would extend across much of the width of the site, mainly on the former car park at the side of the building. The staggered front elevation of the building helps to break up its bulk in the street scene and the Council's Conservation/ Urban Design Officer raises no objection to the modern design of the block which includes a crown roof and balconies on the principal elevations of the building.

The scheme would not result in any significant material loss of residential amenity for

neighbouring properties and the scheme would provide a suitable environment for its future occupiers, including accessibility provision. Furthermore TfL and the Council's Highway Officer do not raise objection to the scheme, including the level of off-street parking proposed.

Neighbouring properties have also raised concern about the adequacy of the surface and foul sewers in the area and cite a number of flooding events. However, both the Environment Agency and the Council's Water and Flood Management Officer, following the revision of the proposals, raise no further objections, subject to conditions and Thames Water have also confirmed that there is adequate capacity in the drainage system following the implementation of this scheme.

The scheme allows for appropriate tree retention on site and would allow for a comprehensive landscaping scheme for the site to be provided, including in-depth tree planting along the frontage.

The scheme allows would allow a commensurate package of planning benefits to be provided and includes the provision of two affordable units which has been justified by the assessment of the Financial Viability Assessment.

The proposal is considered to comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval is recommended.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to no additional responses being received to the notice in the local paper that raise material planning objections to the scheme that have not already been dealt with in this report and the following:

Heads of Terms

- 1. Highway Works: S278/S38 for required Highways Works, including re-instatement of adjoining public footpath and possible re-siting of bus stop.**
- 2. Affordable Housing comprising 1 x three bedroom and 1 x one bedroom unit**
- 3. Affordable Housing Review Mechanism**
- 4. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs £9,600 per phase or an in kind scheme to be provided.**
- 5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 31st October 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, further review of the provision of affordable housing if the project is delayed, construction training and project management. Accordingly, the proposal is contrary to policies R17 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 3.12 of the London Plan (March 2016) and the NPPF.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be attached:-

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 4803/3/10 Rev. C, 4803/3/11 Rev. D, 4803/3/12 Rev. B, 4803/3/13 Rev. B, 4803/3/15 Rev. B, 4803/3/16 Rev. B, 4803/3/17 Rev. B, 4803/3/18 Rev. B, 16074-10 Rev. P2, 16074-11 Rev. P2, 16074-15 Rev. P1 and 16074/SKRAMP01 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (March 2016).

3 RES5 General compliance with supporting documentation

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

Reduction in energy use and renewable technology installation [Sustainability and Energy Statement]

Flood Mitigation Measures [Flood Risk Assessment]

Japanese Knotweed removal and wildlife protection and enhancement [Preliminary Ecological Appraisal and Building Assessment for Roosting Bat Species]

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure that the development complies with the objectives of Policies EC5, OE7 and OE8 of the Hillingdon Local plan: Part Two - Saved UDP Policies (November 2012) and Policies 5.2 and 5.3 of the London Plan (March 2016).

4 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Archaeological Investigation

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

To ensure that any archaeological interest on the site is investigated and recorded as appropriate, in accordance with the NPPF, Policy 7.8 of the London Plan (March 2016) and Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC English Heritage Level 1 Survey

Prior to the commencement of any works on site, the building shall be recorded to English Heritage level 1-2 and discs/ copies of the document shall be submitted to the Council, local library and Uxbridge Local History Library.

REASON

To ensure that a record of the building is provided, in accordance with Policy 7.8 of the London Plan (March 2016) and Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

8 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 RES9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Notwithstanding the detail shown on Drw. No. 4803/3/11 Rev. D, revised full details of secure and screened provision to be made for refuse storage, to include a 2m wide

- access,
- 2.b Means of enclosure/boundary treatments
- 2.c Car Parking Layouts (including demonstration that 4 parking spaces are served by active electrical charging points and 4 spaces have the potential to be easily converted in the future)
- 2.d Hard Surfacing Materials
- 2.e Other structures (such as play equipment and furniture)

- 3. Living Walls and Roofs
- 3.a Full details of the living walls and roofs

- 4. Details of Landscape Maintenance
- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

- 5. Schedule for Implementation

- 6. Other
- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (March 2016).

10 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

11 RES13 Obscure Glazing

The side secondary lounge/kitchen area window(s) in Units 4, 5, 13 and 14 facing No. 189 Harefield Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Privacy Screens

No development shall take place until details of the side balcony/patio/raised terrace screens have been submitted to and approved by the Local Planning Authority. The approved screening shall be installed before the development is occupied and shall be permanently retained for so long as the development remains in existence.

REASON

To safeguard the privacy of residents in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

13 NONSC Wildlife Protection/Enhancement Scheme

Prior to the commencement of development a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The scheme shall also incorporate plans showing a suitable transition from the development site to the river (incorporating the river bank) that promotes and supports appropriate wildlife. The development must proceed in accordance with the approved plans.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

14 NONSC Revised Cycle/Motorcycle Parking Scheme

Notwithstanding the detail shown on Drw. Nos. 4803/3/10 Rev. C and 4803/3/11 Rev. D, revised full details of the covered and secure provision to be made for cycle storage, including at least 33 long stay space(s) and 2 motorcycle bays, shall be submitted to and approved in writing by the Local Planning Authority.

The approved facilities shall be permanently retained for so long as the development remains in existence.

REASON

To ensure that the cycle and motorcycle space provision complies with London Plan

standards and Policy 6.9 of the London Plan (March 2016).

15 NONSC Sound insulation scheme

Development shall not begin until a sound insulation, vibration and ventilation scheme for protecting the proposed development from road, other external noise sources, including the adjoining Thames Water Pumping Station and internally generated noise from adjoining units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria to guard against external noises. It is good practice to have a scheme satisfying or exceeding the standards laid by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic and other noise in accordance with Policy OE5 of the Hillingdon Local Plan - Saved Unitary Development Plan Policies (November 2012).

16 NONSC Control of plant/machinery noise

No plant and/ or machinery shall be used on the premises until a scheme which specifies the provisions to be made for the control of noise emanating from the site or to other parts of the building, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon of the Hillingdon Local Plan - Saved Unitary Development Plan Policies (November 2012).

17 NONSC Construction dust

Development shall not begin until a scheme for protecting [surrounding dwellings] [sensitive] from dust emitted from the construction works, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

REASON

It is known that dust from construction works can cause nuisance by soiling surfaces and other articles in and about buildings. Dust can also cause irritation such as irritation to the eyes, nose, and throat. There is growing evidence and concern that dust, especially the very small and fine dust particles, can cause or exacerbate respiratory ill-health.

18 NONSC Construction Environment Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air

quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

19 NONSC Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimize the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

20 NONSC Details of rainwater butts and maintenance plan

Prior to the occupation of the units, details of the siting and specification of the rainwater butts and a management and maintenance plan for all the drainage network, which should include the green roofs and rainwater butts, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved details which shall thereafter be permanently maintained.

REASON

In order to ensure the satisfactory storage of/disposal of surface water from the site and to ensure that compensatory storage of flood water is provided and maintained in order to comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2016), National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

21 NONSC Photovoltaic Panels

Prior to the commencement of development, full details including siting, design and specifications of the photovoltaic panels required to deliver the CO2 reductions as set out in the Sustainability and Energy Statement (22 August 2016) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type and size of PVs, as well as a roof plan showing their incorporation on the roof space and the

method for fixing them to the roof. The details shall also include the methods for monitoring the use of the PVs.

The development must proceed in accordance with the approved plans.

REASON

To ensure the panels are not detrimental to the appearance of the building and street scene and the development achieves CO2 reductions in accordance with Policy BE13 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.2 of the London Plan (March 2016).

22 NONSC Accessibility

The development hereby approved shall ensure that no less than one residential unit is constructed to meet the standards for an M4(3) Wheelchair Accessible Dwelling, with all remaining units designed to the standards for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2016. All such provisions shall remain in place for the life of the building.

REASON:

To ensure that an appropriate standard of housing stock is achieved and maintained in accordance with Policies 3.8B (c) and 3.8B (d) of the London Plan (March 2016).

23 NONSC Ramp Traffic Management Control Scheme

Prior to the development being brought into use, details of traffic management arrangements to control vehicle movement on the access ramp shall be submitted to and approved by the Local Planning Authority. Details shall include the siting, design and operation of any system, including maintenance and repair schedules.

The system shall be maintained in good working order for so long as the development remains in existence.

REASON

To ensure efficient and safe use of the parking facilities, in accordance with Policy AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

24 NONSC Visibility Splays

The site accesses shall be provided with those parts of a 2.4m x 23m highway visibility splay and a 2.4m x 2.4m pedestrian visibility splay which can be accommodated within the site in both directions and shall be maintained free of all obstacles to visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

25 NONSC Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in

accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2016).

26 RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2016) Policies 7.1 and 7.3.

27 RES25 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to protect the ecological value of the area in accordance with Policy EC3.

28 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to

the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.16	(2016) Protection and enhancement of social infrastructure

LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 8.2	(2016) Planning obligations
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4 113 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's

Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

5

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the initial stage of investigation would comprise a geoarchaeological investigation. This may take the form of monitoring geotechnical boreholes and test pits, however if these are not proposed, then geoarchaeological boreholes should be carried out. This should aim to fully assess that palaeoenvironmental potential and help to inform the scope for further geoarchaeological/archaeological investigation.

Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.

6

The Environment Agency advises the applicant that as the riparian owner, you should be aware of your rights and responsibilities for riverside ownership;
<https://www.gov.uk/government/publications/riverside-ownership-rights-andresponsibilities>

You will be required to assess the stability and condition of the bank, and assess the impact of any proposed structure within 8m prior to commencement of works, including the drainage outfall.

7

Under the terms of the Water Resources Act 1991, and the Thames Water Authority Land Drainage Byelaws 1981, a Permit from the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Fray's River (River Colne), designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime moved into the Environmental Permitting Regulations and became Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations. Please contact the Environment Agency for more details.

8

'The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in 'Sewers for Adoption (6th edition)'. Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour and / or noise.

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The site is located on the western side of Harefield Road, opposite its junction with Colnedale Road. It extends to 0.17ha in size and comprises the former Abrook Arms Public House, a vacant 2 to 3 storey brick built building including a lower ground floor/basement and accommodation in its gabled roofspace which fronts the road on the southern side of the site. To the front and north side of the building is hardstanding, with the area at the side providing the main car parking area and to the rear of the building and its car park is a grassed beer garden which slopes down to the Frays River which adjoins the site at the rear. On the opposite side of the river is a public footpath and a wooded nature reserve. Adjoining the site to the south is housing, whereas to the north is a small hardstanding area used as an underground pumping station by Thames Water and a farm access road, beyond which are detached houses. The site boundaries generally benefit from mature landscaping, particularly along the northern side boundary and along the river bank.

The character of the area is primarily residential albeit comprised of buildings of varied age and mixed architectural character. The surrounding area generally slopes from east to west, down towards the Frays River and Harefield Road rises gently towards the north.

The site has a Public Transport Accessibility (PTAL) Level of 1a (on a scale where 6 represents the highest level of accessibility). It is also included within the Colne Valley Archaeology Priority Area. To the rear of the properties on the opposite side of Harefield Road is the western boundary of the North Uxbridge Area of Special Local Character. The Frays River forms the borough boundary at this point and to the west is the Metropolitan Green Belt.

3.2 Proposed Scheme

The proposal involves the demolition of the existing public house building and the erection of a two and three storey flatted block with roof space accommodation and includes a basement/lower ground level which, like the existing building, would be exposed at the rear due to the changing ground levels, together with associated access and landscaping. The proposed block would be of a modern design and would incorporate balconies and a crown roof with projecting front and rear hipped and gable wings, front and rear dormers and a northern side gable.

The block would comprise 2 x three bedroom flats on the basement/lower ground floor towards the rear, with 13 parking spaces provided at the front, including 2 accessibility spaces; 1 x one bedroom and 5 x two bedroom units on the ground floor; 6 x two bedroom units on the first floor and 2 x one bedroom and 2 x two bedroom units within the second floor/roof space.

Access to the basement/ lower ground level would be by means of a vehicular ramp sited along the southern boundary, adjacent to No. 189 Harefield Road, with 6 surface level spaces provided centrally to the front of the block, served from a separate central access onto Harefield Road.

The basement/lower ground floor projects to the rear of the building and its roof would provide patio/raised terraces for the ground floor units and green roofs. The rear elevation of the basement would also have a living wall. Beyond the basement, there would be raised terraces for the basement flats.

Communal amenity space would be provided at the rear of the building, adjoining the river.

The scheme has been revised, making alterations to the building by mainly reducing the

size of the dormers and visual impact of the balconies within the roof space and setting the basement and raised terraces further back from the river.

The application is supported by the following documents:-

Design and Access Statement
Transport Statement
Flood Risk Assessment
Air Quality Assessment
Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species
Sustainability & Energy Statement
Arboricultural Survey
Arboricultural Method Statement
Report to assess viability (of retaining public house)
Affordable Housing, Planning Obligations & Community Infrastructure Levy Report
Archaeological Desk-based Assessment, July 2016 (revised 7/2/17)
Affordable Housing Viability Assessment
Frendcastle's FVA response dated 6/7/17
Report to justify demolition of existing building
Viability Assessment - Further information from the applicant, June 2017
Draft Operations and Maintenance Manual for Stormwater Drainage System and Permeable Paving
Agent's email dated 30/5/17 (forwarding traffic consultant's response)

3.3 Relevant Planning History

Comment on Relevant Planning History

The only recent planning history on this site which relates to its re-development for residential purposes has been the submission of three pre-application enquiries (App. Nos. 18505/PRC/2014/88, 2014/123 and 2015/37 refer).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.H2 (2012) Affordable Housing
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM3 (2012) Blue Ribbon Network
PT1.EM6 (2012) Flood Risk Management
PT1.EM7 (2012) Biodiversity and Geological Conservation
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic

	environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 8.2	(2016) Planning obligations
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th November 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

33 surrounding properties have been consulted, the application was advertised in the local press on 16/11/16 and a site notice was displayed on site on 2/11/16 with a closing date of 25/11/16. 17 responses have been received, raising various concerns, summarized as follows:-

Loss of Public House/Building

(i) The Abrook Arms has stood on this site for at least 200 years and the present building is a attractive landmark building and its demolition will result in loss of a piece of Uxbridge's history. Present building should be retained and converted into flats with new accommodation provided on the car park, allowing similar number of units to be provided and striking building with many memories for residents to be retained,

(ii) Too many pubs are closing and being turned into housing. Its time for Council's to protect all facilities instead of allowing development for financial gain. North Uxbridge in particular does not have many pubs and closure of this pub has resulted in loss of a unique pub with a river frontage and views of the Chilterns,

(iii) Viability study uses the justification that lots of pubs are closing in attempt to justify closure of another. The most recent attempt to market the pub was with a view to redevelopment, not with a view to continue use as a pub,

Scale/ Design and Character of the Area

(iv) Proposed building is much wider than the existing building and much higher than the surrounding houses and would be overdevelopment of the site. Proposal is out of character with the local area and will blight the conservation area and design of building is overbearing, looking more like a swiss ski chalet than a suburban dwelling. With the footprint of the property being brought forward as compared to existing building, the property should only be two storey as are all the other properties in the immediate area,

(v) Proposed balconies facing the road are unsightly and not in keeping with the rest of Harefield Road, particularly the black railings which will be used for hanging washing, even if lease restricts use,

(vi) Population density will be significantly increased,

(vii) Proposal will reduce the amount of green space,

(viii) There has been wanton, deliberate deterioration of this former family friendly pub (whose former landlady was thwarted in all her attempts to make the pub viable),

(ix) Apartments are generally linked with young people and with an element of shared ownership for starter homes - this is not appropriate in this location which will affect the character of the area,

Residential Amenity

(x) Proposal will result in loss of light, particularly from spring to autumn - breaching civil rights,

(xi) Proposed development will have three floors with large windows, with many having balconies which will overlook properties on the opposite side of the road. Balconies only appropriate at the rear,

(xii) No windows on the south west side elevation or balconies at the back should be allowed to

directly overlook back gardens of adjoining properties,
(xiii) Any use of external lighting should not affect adjoining property,
(xiv) There will be a loss of woodland views across the current car park and beer garden to the nature reserve behind, with a marring of the open skyline and feeling of space for properties opposite,
(xv) There is likely to be increased noise and disturbance from 18 households, particularly from the use of balconies and the vehicle ramp and as occupiers are likely to have children,
(xvi) Construction work and noise could go on for 2 years. Construction hours, especially involving piling and/or heavy work should be limited. Weekends should be for enjoyment of residents,
(xvii) Dirt/dust/pollution from construction work settling on properties/cars - proposals need to be put in place to remedy impacts,
(xviii) Existing party wall with No. 189 Harefield Road is up to 5m tall. Concern about its final height and stability with adjoining ramp leading to underground car park. Precautions need to be taken to prevent damage to my property's foundations,

Highway/Parking Issues

(xix) Harefield Road is a busy road leading up to Swakeleys roundabout which is often blocked during peak hours with parking on both sides of the road. Proposal at both the construction and operational phases with up to 72 residents will increase risk of accidents for residents exiting driveways and for pedestrians, especially as there are no measures in place to limit the speed of cars on road with its numerous junctions and driveways, road has speeding police cars coming from police station to access the M40, the blind corner on Harefield Road near junction with Gravel Hill and the road's narrow pavements. Council's traffic management section needs to thoroughly review this section of road,
(xx) The road has insufficient parking facilities for existing residents and a further 18 dwellings will exacerbate existing situation as 1 space per flat is inadequate when two car couples quite common now. Visitors will take up parking in roads, aggravating problems for all. Sufficient visitor parking would need to be provided to minimise parking disruption on surrounding streets,
(xxi) Site is on a number of bus routes and within walking distance of many other public transport options so the increase in parking and provision of more spaces than flats seems inappropriate,
(xxii) What is proposed for party wall on boundary with No. 189 so that emerging vehicles from the ramp have a clear view of the road?,
(xxiii) U9 and U10 bus route and stops outside site of huge benefit to the elderly and movement of stops would cause great stress and inconvenience. Ideally a shelter and seat should be added,
(xxiv) Amount of vehicles entering and leaving the site may cause huge impact on the road which must be already weak due to recent laying of gas pipes etc,
(xxv) Pedestrian walkways to the town centre are unfit for purpose and need improvement,

Other

(xxvi) There have been incidences of raw sewage entering neighbouring properties which has occurred to properties from the site up to No. 167 during heavy and prolonged rain and are still on-going since Thames Water installed 'storm' flood drain. Outage is still under investigation by Thames Water and this needs to be resolved before new units are allowed to connect to sewers. A new foul sewer and overflow tanks are required as existing sewer is already overloaded whereas proposal just seeks to connect to existing sewer connection at front of the site. More properties may be affected more frequently with this proposal and Council may be liable for any damages and adequate safeguards, including drainage needs to be put in place,
(xxvii) Bin provision is not adequate and not appropriate facing Harefield Road. When full, rubbish will be left at the side which will attract rats and foxes. A large lift up compartment for large wheelie bins to accommodate the amount of apartments is required,
(xxviii) What trees are planned and retained in the rear garden?
(xxix) Development could have environmental impact upon the river and local nature reserve,
(xxx) Proposal will affect foundations of neighbouring properties due to deep piling of basement,

including those across the road, which have already been structurally impacted by recent flooding. Structural surveys should be undertaken to assess the risk any damage paid for by the developer,
(xxxvi) FRA does not mention recent flooding events,
(xxxvii) There is an infestation of Japanese Knotweed which is already spreading to No. 189 and needs professional treatment to avoid litigation,
(xxxviii) Due to website restrictions, unable to post full response,
(xxxix) Asbestos survey should be carried out on property before demolition works start,
(xl) There have been no notices displayed around the site and neighbour consultation has been inadequate,
(xli) Developer has not held any public meetings to discuss proposals with neighbours.

The neighbouring properties were re-consulted on the revised plans received on 2/3/17, which resulted in further responses being received from 7 of the respondents, which mainly re-iterate many of the original concerns raised, but include the following summarized points:-

(xlii) There is no summary document of the changes made, but does not appear to be any significant changes so objections still stand,
(xliiii) Section 3.9.1 of Road Safety assessment is wrong as there has been an accident within 280m of the development recently. There could be more and this shows research has been flawed and further investigation is required,
(xliv) The serious congestion problem on Harefield Road at rush hours and the fumes from stationary traffic results in local residences having to shut their windows due to pollution. New development will add to this problem, both during construction and use when completed,
(xlv) The submitted reports are not independent and therefore flooding issues and traffic flows need to be checked and a full pollution survey should be commissioned by the case officer/Council as these matters are very important,
(xlvi) We accept that there is a need for more homes to be built and fully support new homes in the area. However, the importance of buildings which once played apart in the life of the community must be considered (and it is not that many years ago that Abrook Arms was a thriving pub). This buildings stands out and is set far enough from the pavement not to be over dominant. The rear view is of an impressive building, a landmark seen by those using the public footpath. To the front, on Harefield Road, it stands at the bottom of the hill and a new block of flats will not have the same impact,
(xlvii) We have heard of favourable comments on the conversion of the Chiltern View PH on Cowley Road which has successfully provided housing without losing the original building and its local connections and character. This has gone from derelict pub to quality housing and hope the same can happen to the Abrook Arms,
(xlviii) Good reason to believe there is a badger sett at the end of the former beer garden and due care should be taken to protect their habitat before any work commences,

North Uxbridge Residents' Association:
No response.

ENVIRONMENT AGENCY:

Revised comments:

Thank you for consulting us on the amended plans. As the seating area has now been removed and there is a clear 8 metre buffer zone to the Frays River (river Colne) we are removing our objections.

Advice to LPA

The submitted flood risk assessment (FRA) adequately estimates the flood depth on site with the correct climate change allowances used. The Finished Floor Levels are greater than 1.5m above the 1 in 100 year 35% (Higher Central) and 1 in 100 70% (Upper End) flood levels according to the

submitted stage-discharge rating curve. Flood risk modelling through a stage-discharge rating curve undertaken by a third party has been used in support of this application, and we have applied a risk based approach to the assessment of this model. In this instance a basic review has been carried out. We have not undertaken a full assessment of the fitness for purpose of the modelling and can accept no liability for any errors or inadequacies in the model.

The submitted FRA does not provide details of safe access/egress or safe refuge, however detailed modelling shows that the proposed building is at very low fluvial flood risk, while a clear access and egress route along Harefield Road is available in case of fluvial flood. You are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements, including the safety of the route of access/egress from the site in a flood event or information in relation to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.

Advice to applicant;

As the riparian owner, please be aware of your rights and responsibilities for riverside ownership; <https://www.gov.uk/government/publications/riverside-ownership-rights-and-responsibilities>

You will be required to assess the stability and condition of the bank, and assess the impact of any proposed structure within 8m prior to commencement of works, including the drainage outfall.

Flood Risk Permit

Under the terms of the Water Resources Act 1991, and the Thames Water Authority Land Drainage Byelaws 1981, a Permit from the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Fray's River (River Colne), designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime moved into the Environmental Permitting Regulations and became Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations. Please contact us for more details.

TRANSPORT FOR LONDON:

TfL welcomes the provision of 2 blue badge spaces. However, whilst the blue badge spaces have been clearly allocated they do not meet London Plan specifications. The London Plan states that "Parking designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely". The applicant has not provided allocated space to the rear of the blue badge spaces. TfL requests that this is addressed.

TfL welcome the provision of 20% active and 20% passive EVCPs.

Cycle parking should be provided in line with the latest London Plan cycle parking standards. The standards for C3 Residential Dwellings state that 1 long-stay space should be provided per studio and 1-bed unit, and 2 spaces should be provided for all other dwellings. A long stay space should be provided per 40 units. The applicant intends to provide 20 cycle parking spaces, this does not comply with London Plan standards and is therefore unacceptable for TfL. The applicant shall ensure a minimum provision of 33 cycle spaces, where 3 will be for the 1-bed units and the 2- and 3- bed units will have two spaces each.

Please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The London Cycle Design Standards (LCDS) states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally, is to provide a mix of types of cycle stands, preferably including the Sheffield style of

stands.

Information regarding servicing and deliveries is requested. This includes the quantity of vehicles typically expected and where they can safely and legally stop.

A Construction Logistics Plan (CLP) should be secured by condition. This should outline how the applicant intends to minimise any disruption caused by the proposed development on the local road and bus network.

Subject to the above issues being resolved, TfL has no objection to this proposal.

UXBRIDGE BUS STATION:

As far as can be seen, there will be no changes to the existing bus stop outside of the site. If there are to be changes, then could I be notified at the earliest convenience.

HISTORIC ENGLAND (ARCHAEOLOGY):

Recommend Archaeological Condition(s)

I am pleased that the applicant has included the additional information with further assessment. The additional assessment indicates that the below deposits on site potentially represent the infilling of a channel and that there was no presence of the gravel terraces which would have formed the ancient land surface.

The updated assessment has also been reviewed by the Historic England Science Adviser, and it has been highlighted that one of the boreholes mentions 'lamination' within the alluvial deposits along with the presence shell which may suggest that there may be some palaeoenvironmental potential, as similar deposits were encountered at Three Ways Wharf Site.

That being said it is acknowledged that the site and the proposed development is not extensive and it is clear that the proposed basement would predominantly impact made ground and the top of the alluvial deposits, however foundation - such as piling - would have a deeper impact. After careful consideration, it is agreed that these impacts could be mitigated through the implementation of a recommended archaeological condition and informative.

CANALS AND RIVERS TRUST:

There is no requirement to consult us as a statutory consultee.

THAMES WATER:

Waste Comments

The proposed development is located within 15m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of the proposed development to the pumping station we consider that habitable rooms should be at least 15m away from the pumping station assets as highlighted as best practice in Sewers for Adoption (7th edition)'. The amenity of those that will occupy new development must be a consideration as set out in the National planning Policy Framework (NPPF) therefore we object to the application. In the event that the LP A consider that they will grant planning permission for the development, we would suggest the following informative is attached to the planning permission: 'The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Sewers for Adoption (7th edition). Future occupiers of the development should be made aware that they could periodically experience adverse

amenity impacts from the pumping station in the form of odour and / or noise.

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer . In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 0093921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water 's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments

Supplementary Comments

Thames Water have investigated the ability for the capacity of the network to accommodate flows

from this development. We have established that the flows from this development would not cause detriment to the existing performance of the network when it is fully operational.

SOUTH BUCKS DISTRICT COUNCIL:

No objection.

CAMPAIGN FOR REAL ALE:

No response.

Internal Consultees

URBAN DESIGN/ CONSERVATION OFFICER:

Following the initial design comments by the team and subsequent meeting with the applicant, the original design has been amended in line the discussions (reduction in no/size of frontage balconies; greening of basement elevations; relocation of elements of the building from the west site boundary; reduction in size of rear terraces and screening of bin area). Whilst the team still fundamentally disagrees with the applicant's "Report to justify the demolition of the existing building" dated March 2017, ie that "the building does not contribute to the appearance of the local area", no further objections are raised to these proposals. Conditions should include: Recording of the building to HE level 1-2, Samples of external materials to be agreed Design of boundary enclosures to be agreed Archaeological condition as required by GLAAS, Details of type of PVs and Hard and soft landscaping proposals.

HIGHWAY ENGINEER:

I have reviewed the relevant material in the above application and have the following comments: This application relates to the demolition of an existing public house on Harefield Road Uxbridge and erect 18 flats on the site. A previous pre-app for the site was carried out and a Transport Statement was requested along with a parking ratio of 1.375. The proposals involved a car lift parking facility on site. A Transport Statement by Peter Brett has been supplied in support of the application. Harefield Road (B467) is a classified road on the Council's road network and the site has a PTAL value of 1 (poor) which suggests there will be a strong reliance on private car trips at the site. There is a Bus Stop immediately outside the site along with a long stretch of dropped kerb which provides access to the property. The site is within a Controlled Parking Zone which operates Monday to Saturday. The site was previously occupied by the Abrook Arms PH but this has been closed but when open it did have a car park available for patrons. The proposal is to demolish the PH and erect 18 units on the site (3x1bed+13x2 bed+2x3 bed). The existing access will be used for the ramp down to the basement but it is not clear whether the second access will be intersecting the existing Bus Stop. Perhaps it would be prudent to refer the application to TfL Buses for comment on the basis that the second access might interfere with the bus stop operations. The access proposals will mean changes to the existing kerb/footpath arrangements so it would seem sensible for the applicant to make the changes and re-instate the remaining section of the footpath and pay for the re-instatement. The traffic generation of the proposed use is likely to be similar when compared with the existing use. Under Council's policy and the poor PTAL a maximum parking provision would be required and that equates to 19 car parking spaces and that is what is proposed for the site in a basement and at ground level. The amount of on-site car parking is less than that set out in the pre-app advice but we are now in a position to know the scale of the proposed development. The plans show 4 active and 4 passive EV charging points in the basement which is supported. Revised plans also show cycle parking for 33 cycles which is sufficient but not very secure however, the final design can be conditioned. There is a refuse/recycling bin store provided at the front of the property which is supported. There are no motorcycle bays provided at the site and 2 such bays should be provided but this can be conditioned. On the basis of the above comments I have no significant concerns over the above application.

TREES/ LANDSCAPE OFFICER:

This site is occupied by a redundant pub, with car park and garden, on the west side of Harefield Road. The surrounding properties are residential. The pub garden to the west slopes down to the wooded corridor of the River Frays. As indicated on the Existing Plan, there are a number of individual trees and groups on, or close to, the site to the rear of the building. There are no TPO's or Conservation Area designations affecting the site.

Comment

A Tree Survey by PJC Consultancy has identified 9 trees on the site. None are category grade 'A' (good condition / highest value). 3 trees/groups are grade 'B' (fair condition and value), including T5 an alder, G7 a small group of cypress and T8 a eucalyptus. 5 trees are 'C' grade and 2 are 'U' grade (T11 and T12) - justifying removal in the interests of good management. An Arboricultural Method Statement has also been submitted, which includes tree protection details and arboricultural supervision on site (see 2.30). Although no tree removal is proposed at this stage. The report recommends an Arboricultural Impact Assessment to confirm the removal / retention strategy. According to the Proposed Ground Floor Plan, by Brookes, there will be some surface level parking and ancillary uses in front of the building - which will contribute to the amenity of the residential street. Similarly much of the rear garden will be terraced or retained as soft landscape. If you are minded to approve the application, landscape conditions will be required to protect trees and enhance the landscape quality of the site frontage and rear garden.

Recommendation

No objection subject to conditions RES6, RES8, RES9 (parts 1, 2, 3, 4, 5 and 6) and RES10.

SUSTAINABILITY OFFICER:

Energy Comments

I have no objection to the proposed development.

The energy strategy shows the development will achieve close to the minimum requirement of a 35% reduction in CO2 from 2013 Building Regulations. The application was considered at pre-application earlier in 2016 and was submitted to the Council prior to 1 October 2016. Accordingly, the higher zero carbon standard of the London Plan is not applied to this proposal.

The following condition is necessary to ensure the development achieves the reductions set out in the energy assessment:

Condition

Prior to the commencement of development full details including specifications of the Photovoltaics required to deliver the CO2 reductions as set out in the Sustainability and Energy Statement (22 August 2016). The details shall include the type and size of PVs, as well as a roof plan showing their incorporation on the roof space and the method for fixing them to the roof. The details shall also include the methods for monitoring the use of the PVs. The development must proceed in accordance with the approved plans.

Reason

To ensure the development achieves CO2 reductions in accordance with London Plan Policy 5.2.

Ecology Comments

I have no objection to the proposed development.

The development needs to make a positive contribution to wildlife creation and enhancement. Accordingly a condition for the protection, creation of biodiversity features and enhancement of opportunities for wildlife is recommended.

FLOOD AND WATER MANAGEMENT OFFICER:

Recommendations: Condition - In Accordance with submitted FRA

The rear of the site is shown partly to be in Flood Zone 3 and at risk of flooding from the River Frays. The remainder of the site lies in Flood Zone 1 according to the Environment Agency Flood Maps.

A Flood Risk Assessment by Barnard & Associates Ltd. dated September 2016 report reference 16074-REPORT 01 FRA has been provided. Additional information from Barnard & Associates dated 26/01/2017 has been provided.

Comments on the Planning Application:

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Barnard & Associates Ltd. dated September 2016 ref: 16074-REPORT 01 FRA and the following mitigation measures detailed within the FRA:

Fluvial Flood Risk

Proposals which are acceptable:-

- It is noted that the seating area to the rear will be at a level 35.45 mAOD which is above the modelled 1 in 100 year plus climate change flood level of 34.95 mAOD. It is also noted that this seating area will not be raised from current levels and that the development will be wholly outside of Flood Zone 3. These are shown on Drawings 16074-01/P1, 16074-02/P1 & 16074-10/P2.
- A cross section of the full site from river to road showing existing ground levels against those proposed and the 100 year plus appropriate climate change allowance flood level has been provided on Drawing No. 16074-15/P1.
- The proposed new lowest finished floor levels in the basement (36.9mAOD) will be over 300mm above the 1 in 100 year plus climate change river flood level.

Groundwater

Acceptable proposals

- The basement will be constructed to be water tight.
- A land drain will provide a flow path for any ground water around the perimeter of the building. This will drain from the front to the rear of the building to run underneath the basement and discharge to the main river. Detail of this has been provided on Drawing No. 16074-10/P2.
- Basement floor levels will be 2.82m to 3m below ground level. Additional information on two boreholes logs dated 14-15/10/2013 and 15-16/10/2013 have been submitted. One of these boreholes was dry the other encountered water at 4m below ground. These have both been undertaken at the wrong time of year to reflect likely groundwater levels. It is acknowledged that groundwater could be within 2m of ground level.

Sustainable Drainage

Acceptable proposals

- The groundwater investigation provided confirms that ground conditions are not suitable for infiltration.
- The development proposes to discharge surface water into the Frays River via the existing outfall with 50% attenuation of the site surface water runoff. The existing surface water pipe has a flow capacity of 371 l/s.
- A targeted limited discharge rate of 5l/s is to be provided for all events.
- 40m³ of storage will be provided through a storage tank which will be located to the rear of the building below the rear garden but well above the river level. This is shown in Figure 6 within the

FRA.

- The additional information provided by Barnard & Associates Ltd. proposes that a green roof will be included on the ground floor to the rear of the building. This has been included in Drawing No. 4803-3-11-A.
- Permeable paving will be used for the car parking area in the front of the development to clean the runoff prior to discharge to the attenuation tank. The water quality of discharge into the watercourse will be maintained by passing development flows through a minimum of one treatment stage.
- The development proposals include a semi basement car park. Any surface water or snow melt dripping from cars will be collected via gullies and discharged into the basement drainage system. A small sump pump or package pumping station will be required to pump the discharge into the high level foul system at the front of the building. The volume will be minimal.
- It is noted that the applicant will have a private management company maintain the surface water drainage structure.
- A maintenance schedule inferring responsibility will be produced as part of the detailed design works. Maintenance requirements for the permeable paving and storage tank has been provided.
- A full detailed plan including final detailed design including all pipe work has been provided on Drawing No. 16074-11/P2.

Proposals requiring further work.

- Rainwater butts have also been proposed for the collection and reuse of rainwater. These should be included on the drawings.
- A management and maintenance plan for all the above drainage network should be provided i.e. the green roof and rainwater butts should be included.

EPU (NOISE):

The Environmental Protection Unit examined the application for planning consent above. We would like to comment as follows:

Sound insulation scheme

The Environmental Protection Unit did not receive sound insulation scheme or an acoustic report in support of this application.

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road, rail and air traffic, and other external noise sources has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria to guard against external noises. It is good practice to have a scheme satisfying or exceeding the standards laid by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Control of plant/machinery noise

Scheme for noise control

All plant and/ or machinery hereby approved shall provide a comprehensive scheme for the control of noise emanating from the site, or from other sites from causing noise nuisance to future occupiers of all habitable areas of the development. An Environmental Noise Survey will need to be carried out by a suitably qualified acoustic consultant and must be carried out to the standards laid out in BS 4142: 1997 (Method for rating industrial noise affecting mixed residential and industrial areas). The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved

measures.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Construction Dust

Development shall not begin until a scheme for protecting [surrounding dwellings] [sensitive] from dust emitted from the construction works, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

Reason: It is known that dust from construction works can cause nuisance by soiling surfaces and other articles in and about buildings. Dust can also cause irritation such as irritation to the eyes, nose, and throat. There is growing evidence and concern that dust, especially the very small and fine dust particles, can cause or exacerbate respiratory ill-health.

Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental

Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155)

EPU (AIR QUALITY) OFFICER:

The application did not assess the impact upon air quality at existing locations which will be impacted by the scheme namely the junctions: Harefield Road/Western Avenue/Swakeleys roundabout and Uxbridge roundabout/Oxford Road /Harefield Road

However, as it is likely that the development would not generate any significant additional traffic to that of the former public house use of the site, no objections are raised to the proposal.

ACCESS OFFICER:

Permission is sought to demolish the Abrook Arms Public House to make way for a new residential scheme comprising 18, one, two and three-bedroom units, each with car parking.

In assessing this application, reference has been made to the London Plan 2016, Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2010 (ADM 2016).

The Design & Access Statement refers to one Wheelchair Adaptable Dwelling on the ground floor, with all other units designed to an M4(2) standard. Lift access would be achieved to all storeys.

The new residential units proposed should comply with the Optional Technical Standards as set out in ADM 2016.

1. A minimum of one Affordable unit should be designed and fitted as a Wheelchair Accessible Dwelling in accordance with section M4(3) of the Approved Document referred to above.

Conclusion: acceptable, subject to a suitable planning condition attached to any approval.

Planning condition

The development hereby approved shall ensure that no less than one residential unit is constructed to meet the standards for an M4(3) Wheelchair Accessible Dwelling, with all remaining units designed to the standards for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2016. All such provisions shall remain in place for the life of the building.

Reason:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 c, and, 3.8 d, is achieved and maintained.

WASTE SERVICES MANAGER:

Space is allocated for 4 x 1,100 litre eurobins which would be sufficient capacity for the 18 flats. If the storage area is at a different level from the area where the collection vehicle parks then a dropped kerb is required. One minor concern is the width of the path from where the bins are stored to the area accessible to the collection vehicle. I would usually recommend a minimum of 2 metres wide with a smooth surface. The distance from the bin store to the point where the vehicle can access appears to exceed 10 metres - but not by too significant margin so would be acceptable.

S106 OFFICER:

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

Meeting and discussion were held between Council officers, the Council appointed independent FVA

consultant and the applicant and agent. The Council's appointed FVA consultant considers the development to be unviable were it to provide a policy compliant level of affordable housing. The developer has offered a total of one x 3 bedroom family affordable dwelling and one x 1 bedroom affordable dwelling (11% of the scheme). The Council Housing Officer fully supports the contribution of the 3 bedroom family size affordable housing unit and the one bedroom affordable housing unit.

The independent FVA consultant assessment indicates that this would be the maximum that the developer could offer given the viability of the site. On this basis, the level of affordable housing is considered acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The key considerations in terms of the principle of the development on this site is the loss of the public house use and whether residential is an acceptable use on this site.

Loss of public house use

As some residents have pointed out, this was a family friendly pub that provided an important social facility in the neighbourhood.

NPPF policy at paragraph 14 confirms that there should be a presumption in favour of sustainable development although notes at paragraph 70, that amongst other criteria, Local Planning Authorities should "guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs."

Policy 3.1 of the London Plan (March 2016) states that "development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted." Policy 3.16 advises that "Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered." Policy 4.8 seeks to support a successful and diverse retail sector and related facilities and services, advising that Local Development Frameworks should "develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping or valued local community assets, including public houses" without strong evidence based justification. The supporting text to this policy confirms that public houses are important in securing 'lifetime neighbourhoods' going on to state at paragraph 4.48A that:

"The Mayor recognises the important role that London's public houses can play in the social fabric of communities (see also Policy 3.1B) and recent research highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns, where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to retain, manage and enhance public houses."

The LPA does not have, nor are there any specific emerging policies which deal with public houses. Policy CI1 of the Local Plan: Part 1 - Strategic Policies (November 2012) is a

general policy which seeks to support community and social infrastructure provision. Policy R11 of the Local Plan: Part 2 - Saved UDP Policies (November 2012) is also a general policy dealing with proposals which involve the loss of land or buildings used or last used for education, social, community and health services and advises that their assessment will include the criteria of (i) if there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility, (ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced; and the proposed alternative use accords with other policies of the plan. In emerging Policy DMCI1 this seeks to retain existing community, sport and education facilities by requiring amongst other criteria, that when the specific use is no longer required on site, the proposal should not lead to a shortfall in provision for the specific use within the local catchment and there is either no demand for another suitable social infrastructure use on site or that the site/premises is no longer appropriate for social infrastructure uses.

A viability assessment has been submitted with the application. This argues that there are many types of pub and although the Abrook Arms was built as a local community pub in 1938, over time, local clientele has been lost and the pub sought to extend its appeal to visitors from wider afield, ultimately without success. This process resulted in the venue becoming a music and comedy venue for the last couple of years before its closure in 2014.

The report notes that the closure of public houses has a long history and puts forward the reasons for the recent decline such as the changing economy and communities, lifestyle changes, including competition from other leisure pursuits and shift towards drinking at home. It goes on to look at the particular circumstances of the Abrook Arms and notes that the Abrook Arms was purpose built with visitor accommodation on the upper floors when Harefield Road was a main road running north/south between Harefield and Uxbridge. Since the 1960s Harefield Road has become a quieter residential street, with the B483 Park Road coming to prominence as the main north/south link. As a result, the pub became too large for a local pub and too peripheral as a place for staying visitors.

It goes on to advise that the pub did not regularly provide space for community groups to meet and its loss would not be detrimental to the social and economic well-being of the area and would not contribute to a shortfall of provision locally as there are plenty of alternative community spaces locally, of which CAMRA lists 10 community clubs and pubs within an approximate 1km of the Abrook Arms, of which 8 are traditional pubs. Of these, the Uxbridge & District Conservative Club (0.5km), Uxbridge Cricket and Sports Club (0.6km), Swan and Bottle (0.8km) and Crown & Treaty (0.8km) are the nearest facilities, with all the others apart from the Gardiners Arms on Park Road being town centre pubs.

The report concludes that the pub declined due to the proximity and better facilities and attractions within the town centre and the loss of this peripheral pub would not be harmful to the social and economic life of Uxbridge and there is a good choice of other pubs within walking distance. The Abrook Arms has been marketed recently for continuing use as a pub on several occasions and changed hands but numerous new owners and managers have not been able to make a success of it, despite attempt to diversify its offer and continued use as a pub is unlikely to be financially viable.

Having regard to planning policy, it is considered that the proposal would not conflict with existing or emerging policy. The Abrook Arms is already vacant and has been since 2014 so by refusing permission, it can not be reasonably argued that the site will continue to be

used as a public house in terms of Policy R11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Furthermore, there is alternative provision within a fairly comfortable walking distance. It is therefore considered that no objections can be raised to the loss of the public house use.

Loss of Building

The existing building was built in 1938. Although the building is not statutory or locally listed, the Council's Conservation/ Urban Design Officer considers that it does have architectural interest, and maintains a strong street presence so that it can be described as a non designated heritage asset. Also, when last viewed, the building was not in bad condition, making it suitable for retention, extension and conversion to flats. Although this preference was relayed to prospective developers during the pre-application process, the proposal has been submitted as comprehensive re-development of the site.

The viability assessment also mentions that the building is imbalanced on its site and does not relate well to surrounding properties and that as it was purpose built as a pub, it would be difficult to accommodate an alternative use without the need for demolition. Although the justification for the loss of the building is not particularly robust, given that it is not a designated asset, the NPPF at paragraph 135 advises:

"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Although the building is not unattractive, with a well proportioned and symmetrical front elevation and gabled roof with three front dormers, it is not a particularly distinctive 1930s building. Perhaps the rear elevation is more unusual due to the ground levels falling away to present a building with more of a vertical emphasis. The Council's Conservation/ Urban Design Officer has assessed the building, both internally and externally and confirms that it does not warrant local listing and overall, whilst acknowledging that it is not the Council's preferred option, raises no objection to the buildings loss, subject to a condition to ensure the building is appropriately recorded prior to demolition. The requirement for a English Heritage Level 1 survey forms part of the Officer's recommendation.

As regards the proposed residential use, this is an established residential area where there would normally be no objections to the intensification of that use, subject to normal development control criteria.

As such, there are no objections to the loss of the use or the building and the principle of re-development is acceptable.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (March 2016) seeks to ensure that new residential developments achieve the maximum intensity of use compatible with the local context and character of the site and the capacity of local public transport. This site has a Public Transport Accessibility Level (PTAL) of 1a (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 of the London Plan advises that an appropriate residential density for this suburban site would be in the range of 40 - 65 units per hectare (u/ha), (where units have a typical size of 3.1 - 3.7 habitable rooms per unit (hr/unit)) and 150 - 200 habitable rooms per hectare (hr/ha). The proposal would have a unit density of 108 u/ha and an habitable room density of 373 hr/ha, significantly in excess

of the Mayor's recommended range.

Factors which have inflated the density include the use of basement parking and use of the sloping land to increase unit numbers

Exceeding the Mayor's guidance does not automatically suggest that the scheme is unacceptable, but it will be all the more important on this infill site to ensure that any re-development scheme is of a good quality that harmonises with the surrounding environment and suburban setting, whilst providing an acceptable standard of accommodation for its future occupiers, without adversely affecting the amenities of surrounding residential occupiers. These aspects of the proposal are considered in the sections that follow.

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

The existing building is not statutory or locally listed as being of architectural or historical interest and there are no listed buildings nearby whose setting would be affected by the proposal. The site also does not form part of nor is it sited on the fringes of a conservation area and it is not included within an area of special local character.

The site is located within the Colne Valley Archaeological Priority Zone and the application submission included an archaeological desk-based assessment. This has been reviewed by the Greater London Archaeological Advisory Service and they originally objected to the scheme on grounds that a pre-determination assessment of the site's archaeology was required.

A revised archaeological desk-based assessment has been submitted and further review undertaken by GLAAS. Their revised advice is that additional information has been included and further assessment provided which suggests that the below deposits on site potentially represent the infilling of a channel and that there was no presence of the gravel terraces which would have formed the ancient land surface. GLAAS also sent the updated assessment for review by their Historic England Science Adviser, and their advice is that although borehole evidence suggests that the site may provide some palaeoenvironmental potential, the proposed development is not extensive and it is clear that the proposed basement would predominantly impact made ground and the top of the alluvial deposits. Although the foundation, including piling work, would have a deeper impact, after careful review, GLAAS consider that these impacts could be mitigated through the implementation of an appropriate archaeological condition.

The recommended archaeological condition and an informative form part of the officer's recommendation.

7.04 Airport safeguarding

No airport safeguarding issues are raised by this application.

7.05 Impact on the green belt

The site does adjoin the Green Belt boundary at the rear of the site. However, the proposed development would retain a minimum 9m set back from the river bank, keeping open the river corridor and on the opposite side of the river is dense woodland that would safeguard the openness of the wider Green Belt.

It is therefore considered that the impact upon the adjoining Green Belt is acceptable in terms of Policy OL5 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Saved Policies BE13 and BE19 of the Hillingdon Local Plan seek to ensure that new development complements or improves the character and amenity of the area, with the scale, bulk and siting of buildings being key in ensuring that the amenity and character of established residential areas are not compromised by new development. Policy BE22 requires residential development of two or more storeys to be set back a minimum of 1m from the side boundaries. Policy BE34 requires developments adjacent to or visible from rivers to, where possible, (i) secure and enhance their role as a wildlife corridor; (ii) seek environmental improvements to waterside areas, (iii) incorporate a building design that complements the visual qualities of the riverside, (iv) provide public access to the waterside, linked to the surrounding public footpath network, (v) a minimum 6 metres of land reserved and landscaped along rivers, suitable for public access and (vi) to enhance and create views through and from the development.

The re-development of this site has formed the subject of a number of pre-application enquiries and the current scheme has been revised, following officer advice.

The height of the proposed flatted block would be similar to that of the existing building and would appear as a two storey building on the Harefield Road frontage, with accommodation in the roof space. The Council's Conservation/Urban Design Officer advises that the proposed building is fairly low key in terms of design, so no objections are raised to the architectural approach in principal.

There is no defined building line along this side of this section of Harefield Road. The proposed building would have a staggered front elevation, with the forwardmost part of the main elevation being a hipped wing which would be sited approximately 3.25m forward of the front elevation of the existing pub building. However, this would still be set back some 9.6m at its nearest point from the road and the siting of this forwardmost part of the building would be set back some 2.4m from the front elevations of the adjoining properties to the south. To the north, the nearest property, No. 195 is set back a similar distance from the road (some 9.1m) and properties here are on the outside bend in the road so that the proposal would not appear unduly prominent within the street scene.

As regards Policy BE22, the proposed building would be set further back from the side boundary shared with No. 189 by 3.5m as compared to the existing public house building, increasing the separation gap from the side elevation of the proposed building to the side boundary from 2.1m to 5.6m as compared to the siting of public house building. On the other side boundary, the proposed building would be sited within 0.9m of the northern site boundary, but here, the site is adjoined by the area of Thames Water underground works and the farm access road, which would retain an undeveloped gap between the flank elevation of the proposal and No. 195, the nearest residential building, of some 20m.

The proposed building would extend across much of the width of the site and the current car park. However, the staggered front elevation, with recessed elements each side of the projecting hipped roofed wing, which is repeated on the rear elevation helps to break up the main bulk of the building.

At the rear, the proposed main building would have a similar siting to the river than the existing building, with the exception of the basement level, which would extend a further 5.4m, to within 11.6m of the river bank. Due to the extended width of the building and its angled relationship with the river, the block would be sited closer to the river towards its northern end, with the main building being sited within 11.0m and the basement some 9.2m of the river bank. Beyond the basement level, there would be some areas of private patio/terrace space which have been raised due to the sloping ground levels, but these would all maintain a 8m buffer zone to the river.

It is considered that the separation distances to the boundaries of the site are sufficient to enable the building to sit comfortably within the street scene and its riparian environment at the rear. These distances are also adequate to allow good quality landscaping to be provided to help soften the appearance of the new building, including in-depth tree planting to be provided to the front of the building.

As regards the design, the building would incorporate a large crown roof. Although not ideal, and a more traditional roof form, ie. without a crown roof would have been preferred, the building has been staggered on its principle elevations and incorporates hipped and gable elements that would avoid a block like built form. The proposed dormers, some with recessed balconies in the roof, would further break up the bulk. The crown roof would also assist with the concealment of the proposed photovoltaic panels.

Following comments from officers, the scheme has been amended which has included the reduction in the number and size of dormers and balconies on the principle elevations, the greening of the basement elevations at the rear, relocation of elements of the building from the west site boundary, reduction in size of the rear terraces and screening of the bin storage area.

The greening of the basement elevations, including a green roof element above in particular, would help the basement/lower ground floor to be disguised and blend in against the rising ground levels as viewed from the river and its public footpath.

The Council's Conservation and Urban Design Officer raises no further objections to the design of the proposal, subject to conditions requiring details of the materials, design of the boundary enclosures, hard and soft landscaping and details of the PV panels. These all form part of the officer recommendation.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a minimum 21m distance should be maintained between facing habitable room windows and private amenity areas such as balconies and patio areas (considered to be a 3m deep area adjoining the rear elevation of a property) in order to safeguard privacy.

The nearest residential properties to the application site are the adjoining properties on this side of Harefield Road and those on the eastern side of the road, directly opposite the site.

As regards the nearest residential properties, No. 189 Harefield Road would not be affected

by overshadowing, being sited to the south of the application site. As regards dominance, the proposed building would not extend beyond the front elevation of this building and the main bulk of the existing public house building currently extends significantly beyond the rear elevation of No. 189 by approximately 6.0m. The main bulk of the proposed building would extend further to the rear, but importantly for adjoining occupiers, this would be on the central projecting wing of the building, with the adjoining part of the main building (excluding the balconies) having a reduced projection to the rear of some 0.75m as compared to the relationship with the existing building. The main bulk of the building would also be set further back from this side boundary, increasing from approximately 2.15m to 5.65m. As such, there would be no breach of the 45 degree line of sight taken from the front and rear facing habitable room windows of the neighbouring property. This property does also contain two first floor side bedroom windows which face the application site, but given that the building would have a similar size and bulk as viewed from these windows, whereas the building as proposed would be set further back from the boundary, the impact of the building on these two windows would be reduced. The building does incorporate a basement level and raised terrace/patio areas which project further to the rear and are sited closer to the side boundary with No. 189 but given the significant decrease in levels from the front to the rear at this and adjoining sites, it is considered that the impact of these elements of the proposal would not be significant as viewed from the adjoining property with No. 189 being sited on higher ground. In terms of privacy, all the proposed windows in the side elevation are ancillary kitchen/ lounge room windows and can be obscure glazed, which has been conditioned. The potential for overlooking from the adjoining balcony areas/patios/raised terraced areas to the front and rear of the proposed building could also be mitigated by appropriate privacy screens which have been controlled by condition.

The nearest adjoining property on the northern side of the site is No. 195 Harefield Road, but this property does not contain any main habitable room windows which face the application site and is separated from the application site by a distance of some 20m by the farm access and the adjacent area of Thames Water works. The curtilage of this neighbouring property is also enclosed by mature trees and planting and its main amenity area is to the front of the property, separated from the side elevation of the proposed building by over 21m so that there would be little/ negligible impact upon this property in terms of its residential amenities.

The properties on the opposite side of Harefield Road would also not be materially affected by overshadowing during daytime hours. The nearest part of the proposed flatted block would be sited some 24.5m from the front elevations of the properties directly opposite so as to fully comply with HDAS guidance. Furthermore, this separation distance between properties across the road is fairly typical on this part of Harefield Road and the adjoining property, No. 189 Harefield Road and the terrace at Nos. 175 - 181 have a closer relationship with their neighbours opposite. Although the outlook and view from the properties opposite would be restricted as compared to the current position, as the proposed building would not appear unduly dominant, this is not a valid reason to withhold planning permission.

The proposal is therefore considered to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

A condition has been attached which requires details to be submitted before any external lighting/ floodlighting is installed. This will safeguard the amenities of surrounding residents

7.09 Living conditions for future occupiers

- Internal living space

The proposed flats would have internal floor areas ranging from 52.8sqm to 63.4sqm in the case of the 1 bed, 2 person units; 73.3sqm for the 2 bed, 3 person unit; 70.7sqm to 112.3sqm in the case of the 2 bed, 4 person units and 96.1sqm to 103.6sqm in the case of the 3 bed, 6 person units. These floor areas are all sufficient to satisfy the London Plan's minimum internal floor areas of 50sqm, 61sqm, 70sqm and 95sqm respectively for each type of flat unit.

All the habitable rooms would have a good outlook from their main habitable room patio doors/windows. Furthermore, the majority of the units would have their main aspect facing either east or west, with only Units 8 and 11 having their main aspect facing north, but these two units are dual aspect (as is also Unit 16), which also face east. As such, it is considered that the units would provide a suitable outlook and adequate sunlight to their main habitable rooms to ensure that a good standard of residential amenity would be afforded.

- External amenity space

The proposal includes a communal garden area at the rear of the block, adjacent to the river and all the units would have at least one private balcony/patio/terrace area. The communal garden would provide approximately 360sqm and the private amenity areas range from 51.2sqm in the case of one of the basement flats to 5.0sqm for the smallest balcony. These areas in total provide some 228sqm of private amenity space which combined to the communal garden gives a total area of 588sqm. This compares to the HDAS requirement of 445sqm.

It is therefore considered that the scheme would provide an acceptable quantitative and qualitative standard of amenity space, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (September 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The application has been supported by the submission of a Transport Statement. The Council's Highway Engineer has assessed the scheme and the submitted information and advises that Harefield Road (B467) is a classified road on the Council's road network and the site has a PTAL value of 1 (poor) which suggests there will be a strong reliance on private car trips at the site.

Traffic Generation

The Highway Engineer advises that the traffic likely to be generated by the proposed use would be similar to that generated by the former public house use.

Parking Requirements

The Highway Engineer advises that having regard to Council policy and the poor PTAL, a maximum parking provision would be required and that equates to 19 car parking spaces which has been proposed for the site in the basement and at ground level. Two accessible spaces are shown in the basement. Originally TfL advised that a rear transit zone should be shown to the rear of the spaces and these have now been included on the revised plans. The plans show 4 active and 4 passive EV charging points in the basement which is supported. Following comments from officers and TfL, revised plans have been submitted which show 33 cycle spaces being provided, mainly within 'Sheffield' stands. The provision should be covered and be more secure. Therefore, revised details need to be submitted, which is covered by condition. A refuse store would be provided at the front of the property which is supported (although see comments from Waste Services). There are no motorcycle bays provided at the site and 2 such bays should be provided but this has also been conditioned.

Access/ Other issues

There is a Bus Stop immediately outside the site along with a long stretch of dropped kerb which provides access to the property and its car park. The site is within a Controlled Parking Zone which operates Monday to Saturday. The existing access will be used for the ramp down to the basement but it is not clear whether the second access will be intersecting the existing Bus Stop. TfL buses consider that the surface parking vehicular access will not conflict with the bus stop, but confirmation of this is being sought. The bus stop sign would obstruct the pedestrian access point and this would need to be re-sited and/ or the pedestrian access point re-sited.

Tracking diagrams have been submitted which show that vehicles would be able to access the ramp and the basement parking. The ramp does narrow to 3.5m width in its central section so that shuttle operation would be needed. Details of the proposed traffic management arrangements are required, details of which have been secured by condition. The gradient of the ramp to the basement car park would have a maximum gradient of 1:6 on its central section which reduces to 1:12 at the top and 1:10 at the bottom. Whilst this would be steeper than the 1:10 gradient normally considered acceptable, the agents have confirmed that the ramp and this gradient does achieve appropriate standards.

Details of a parking allocation scheme and visibility splays are also required, which are subject of conditions.

On this basis, the Council's Highway Engineer does not raise any objections to the scheme.

7.11 Urban design, access and security

URBAN DESIGN

This is dealt with in Section 7.12 of the report.

ACCESS

This is dealt with in Section 7.12 of the report.

MIX OF UNITS

The proposal does provide a good mix of units.

SECURITY

A Secure by Design condition is included within the officer's recommendation to ensure the scheme achieves the relevant standards.

7.12 Disabled access

The Council's Access Officer has reviewed the application and advises that the Design & Access Statement refers to one Wheelchair Adaptable Dwelling on the ground floor, with all other units designed to an M4(2) standard. Lift access would be achieved to all storeys.

The new residential units proposed should comply with the Optional Technical Standards as set out in ADM 2016.

1. A minimum of one Affordable unit should be designed and fitted as a Wheelchair Accessible Dwelling in accordance with section M4(3) of the Approved Document referred to above.

The Access Officer concludes that the scheme is acceptable, subject to a recommended condition specifying the appropriate accessibility standards. This forms part of the officer recommendation.

7.13 Provision of affordable & special needs housing

Affordable Housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 18 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

On this basis, approximately 6 units of the 18 units proposed would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of a S106 Agreement.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account.

A full Financial Viability Assessment (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The Council's appointed FVA consultant considers the development to be unviable were it to provide a policy compliant level of affordable housing. The developer has offered a total of one x 3 bedroom family affordable dwelling and one x 1 bedroom affordable dwelling (11% of the scheme). The Council Housing Officer fully supports the contribution of the 3 bedroom family size affordable housing unit and the one bedroom affordable housing unit.

The independent FVA consultant assessment indicates that this would be the maximum that the developer could offer given the viability of the site. On this basis, the level of affordable housing is considered acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought. This forms part of the S106 Agreement.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The Council's Tree/Landscape Officer has reviewed the application and advises that there are no TPOs or Conservation Area designations covering the site.

The officer advises that a Tree Survey has been submitted which identifies 9 trees on the site, of which none are category grade 'A' (good condition / highest value), 3 trees/groups are grade 'B' (fair condition and value), including T5 (an alder), G7 (a small group of cypress) and T8 (a eucalyptus), 5 trees are 'C' grade and 2 are 'U' grade (T11 and T12) - justifying removal in the interests of good management. An Arboricultural Method Statement has also been submitted, which includes tree protection details and arboricultural supervision on site. Although no tree removal is proposed at this stage, the report recommends an Arboricultural Impact Assessment to confirm the removal / retention strategy. Landscaping, including in-depth tree planting is being provided at the front of the site which will contribute to the amenity of the residential street. Similarly much of the rear garden will be terraced or retained as soft landscape.

The Officer concludes that there are no objections to the scheme, subject to conditions to protect trees and enhance the landscape quality of the site frontage and rear garden.

Ecology

The application has been supported by the submission of a Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species. This reports on the findings of a site survey and notes the presence of Japanese Knotweed on the western boundary of the site and makes recommendations for its removal, including use of a specialist contractor prior to the site's re-development. In terms of protected species, the survey focused upon bats, both within the building and in the trees, badgers, reptiles, Great Crested Newts and Dormice. There was no evidence of any protected species being present on site with only evidence of a mammal trail crossing the site. The river corridor is however, an important corridor for wildlife, particularly for foraging bats. The report makes recommendations for wildlife protection/enhancement.

The report has been reviewed by the Council's Sustainability Officer. The officer advises that no objections are raised to the assessment or the scheme, subject to a condition requiring the submission of a scheme for the protection and enhancement of existing ecological features which has been conditioned as part of the officer's recommendation. A floodlighting condition has also been attached to ensure that before any external lighting/floodlighting is installed, details would need to be submitted and approved by the Local Planning Authority.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The Council's Waste Services Manager advises that space is allocated for 4 x 1,100 litre eurobins which would be sufficient capacity for the 18 flats. The officer further advises that if the storage area is at a different level from the area where the collection vehicle parks then a dropped kerb is required and the width of the path from where the bins are stored to the area accessible to the collection vehicle should ideally be 2 metres wide with a smooth surface. The distance from the bin store to the point where the vehicle can access appears to exceed 10 metres, but this is not by too significant margin so as to be acceptable.

A condition has been added to require revised and full details of the bin storage facilities.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

A Sustainability & Energy Statement has been submitted in support of the application which has been reviewed by the Council's Sustainability Officer. The officer advises that the energy strategy shows the development will achieve close to the minimum requirement of a 35% reduction in CO₂ from 2013 Building Regulations. The application was considered at pre-application earlier in 2016 and was submitted to the Council prior to 1 October 2016. Accordingly, the higher zero carbon standard of the London Plan is not applied to this proposal.

On this basis, the officer raises no objections to the scheme, subject to a condition requiring full details of the photovoltaic panels that are required. This forms part of the officer recommendation.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a Flood Risk Assessment.

The Environment Agency and Thames Water have been consulted on the application, together with the Council's Water and Flood Management Officer.

The Environment Agency originally objected to the proposals, due to the lack of an adequate natural buffer zone adjacent to the river, and specifically the presence of a raised platform adjacent to the river. The plans have been revised and the agency advise that the revised scheme is acceptable and has overcome their objections. Their recommended Flood Risk Permit Informative is included in the officer's recommendation.

Thames Water do not raise an objection to the scheme on grounds of flooding and/or

inadequate capacity in the sewerage system.

The scheme has formed the subject of protracted discussions with the Council's Water and Flood Management Officer and has resulted in revised plans being submitted, together with additional/revised information. The Council Officer advises that the scheme is now acceptable, with the only omissions being that the rainwater butts have not been shown on the approved plans and the management and maintenance schedule of the drainage network should cover the whole system so as to include the rainwater butts and the green roofs to be installed above the basement floor. This has been covered by condition.

On this basis, it is considered that the scheme complies with Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (March 2016).

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) require development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to various impacts, including noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

The Council's Environmental Protection Officer has reviewed the application and advises that the scheme is not supported by a sound insulation scheme or an acoustic report. However, providing that conditions are attached to any permission to require the submission of a sound insulation scheme, noise from plant and machinery is controlled, construction dust is mitigated and a Construction Environmental Management Plan is submitted, together with the Construction Works Informative, the scheme can be supported. These all form part of the officer's recommendation.

Thames Water advise that the proposed development is located within 15m of a Thames Water Sewage Pumping Station and that given the nature of the function of the pumping station and the close proximity of the proposed development to the pumping station, they consider that habitable rooms should be at least 15m away from the pumping station assets as highlighted as best practice in 'Sewers for Adoption (7th edition)'. They advise that the amenity of those that will occupy new development must be a consideration as set out in the National Planning Policy Framework (NPPF) therefore we object to the application. In the event that the LPA consider that they will grant planning permission for the development, we would suggest the following informative is attached to the planning permission: 'The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in 'Sewers for Adoption (7th edition)'. Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour and / or noise.

These comments were sent to the applicant and their consultant has responded thus:-

Sewers for adoption describes 3 different types of pumping station. A type 1 pumping station is recommended to be set at 5 m away from a habitable building, a type 2 at 10 m away and a type 3 at 15 m away.

All 3 types of pumping station will be expected to operate on a daily basis.

The pumping station located adjacent to the development site is designed to operate only at times of extremely heavy rainfall. It is not designed to operate on a daily basis in the same manner as a more traditional pump station.

The risk of periodically experiencing adverse amenity impacts from the pumping station would be extremely low noted that it will not operate on a regular basis, and only at times of heavy rainfall when the background noise will be relatively high.'

Thames Water has been forwarded the applicants response and asked to provide clarification to their comments, given that they are somewhat ambiguous and the recommended informative would have no effect. The only response received was a re-stating of their original comments.

As the Council's EPU Officer has not objected to the scheme on grounds of noise or disturbance, it is therefore intended to deal with this issue by attaching the recommended informative and adding a clause to the recommended sound insulation condition which specifically requires appropriate noise and vibration mitigation from the pumping station.

These form part of the officer recommendation. As such, the scheme complies with Policy 7.15 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

Air Quality

An Air Quality Assessment has been submitted with the application. The application and the submitted assessment has been reviewed by the EPU (Air Quality) Officer and they do not raise any objections to the scheme.

Furthermore, as the proposed development is unlikely to generate significant additional traffic generation, there is no requirement to mitigate the impact of the development in this instance.

The proposal is therefore considered to comply with Policy 7.14 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

7.19 Comments on Public Consultations

As regards the comments raised to the public consultation undertaken, points (i) - (v), (x) - (xvii), (xix) - (xx), (xxii) - (xxiv), (xxvi) - (xxix), (xxxii), (xxxix), (xxxxi) and (xxxxiii) have been dealt with in the officer's report. As regards point (vi), local population will increase marginally but as this forms part of an established residential area and there is a shortage of housing, this is encouraged, subject to normal development control criteria. As regards point (vii) proposal will mainly extend upon the existing car park and landscaping would be enhanced, including in-depth tree planting being introduced at the front of the building. As regards point (viii), the site has been secured and all previous planning applications concerning the former public house would have been considered on their individual planning merits. As regards point (ix), even if young people are attracted to flatted development, this would not detract from the residential character of the area, particularly when compared to the former use of the site. As regards point (xviii), the final height of the boundary wall has been conditioned as part of the landscape scheme, whereas potential damage to property is not a planning matter. Points (xxi), (xxv), (xxx), (xxxvi), (xxxvii),

(xxxx) and (xxxii) are noted. Points (xxx) and (xxxiv) do not raise a material planning matter, but in the case of the latter, an informative concerning asbestos has been added. As regards point (xxxv), a site notice was displayed outside the public house from 2/11/16 and it is considered that with a total of 33 properties being individually consulted, including the nearest 9 properties on this side of the road on the south side of the pub, the consultation exercise undertaken was commensurate with the scale of development proposed and all these properties were consulted on the revised plans. As regards Point (xxxiii) a full response from this neighbor has been received in a letter. In terms of point (xxxviii) the omission or otherwise of an accident along the road can not be construed as invalidating the traffic assessment

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works, including re-instatement of adjoining public footpath and possible re-siting of bus stop
2. Affordable Housing comprising 1 x three bedroom and 1 x one bedroom unit
3. Affordable Housing Review Mechanism
4. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs £9,600 per phase or an in kind scheme to be provided.
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace adjusted for inflation.

7.21 Expediency of enforcement action

There are no planning enforcement issues raised by this application or the site.

7.22 Other Issues

Land Contamination

Although this site has not been identified as being at risk from contamination, as the proposed use would be more susceptible, a condition has been attached to ensure that a preliminary investigation is carried out and that any soil imported onto the site is clean and free of contamination.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including

regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

10. CONCLUSION

The loss of the building and the public house use of the site is acceptable and the proposal would not have any significant adverse impacts upon the environment and surrounding properties that would justify a refusal of planning permission.

The proposal would provide much needed good quality additional housing, including two affordable units.

It is recommended for approval.

11. Reference Documents

NPPF (March 2012)

London Plan (March 2016)

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

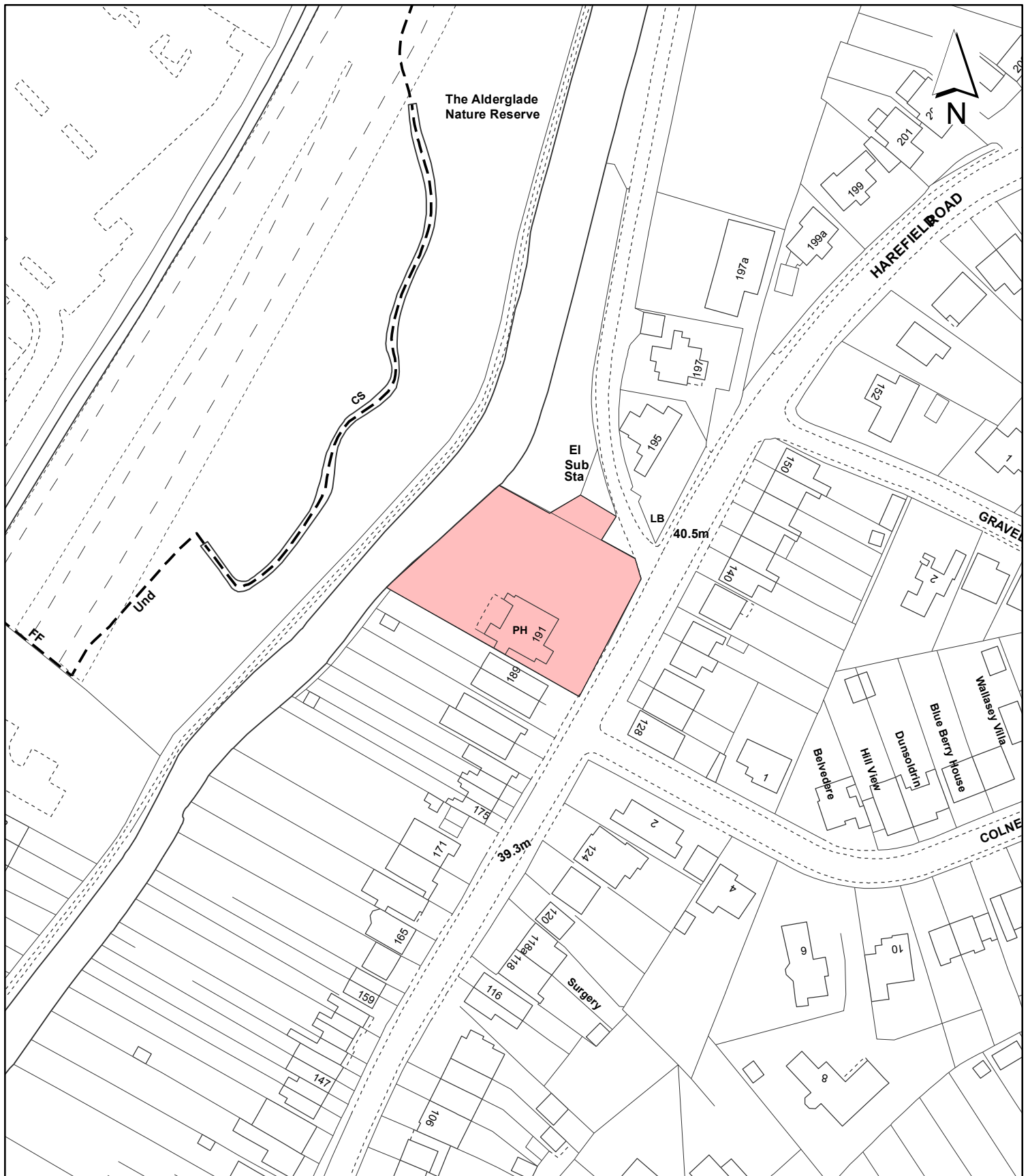
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Abrook Arms PH
 191 Harefield Road
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
18505/APP/2016/3534

Scale:
1:1,250

Planning Committee:
Major Page 86

Date:
October 2017



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

Wednesday 3rd October
2017



HILLINGDON
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Report of the Head of Planning, Sport and Green Spaces

Address THE FORMER STAR PH, CORNER OF STAR ROAD AND UXBRIDGE ROAD HILLINGDON

Development: Erection of part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.

LBH Ref Nos: 8057/APP/2017/2041

Date Plans Received: 06/06/2017
Date Application Valid: 19/07/2017

Date(s) of Amendment(s):

DO NOT SCALE FROM DRAWING
 WORK TO DIMENSIONS ONLY
 DIMENSIONS TO BE CHECKED ON SITE
 DRAWN ON AUTOCAD
 LAYERS ON THIS DRAWING COMPLY WITH BS 1192

1 2 3 4 5 6 7

1 2 3 4 5 6 7 8

A B C D E F



Site Block Plan - Scale 1:500



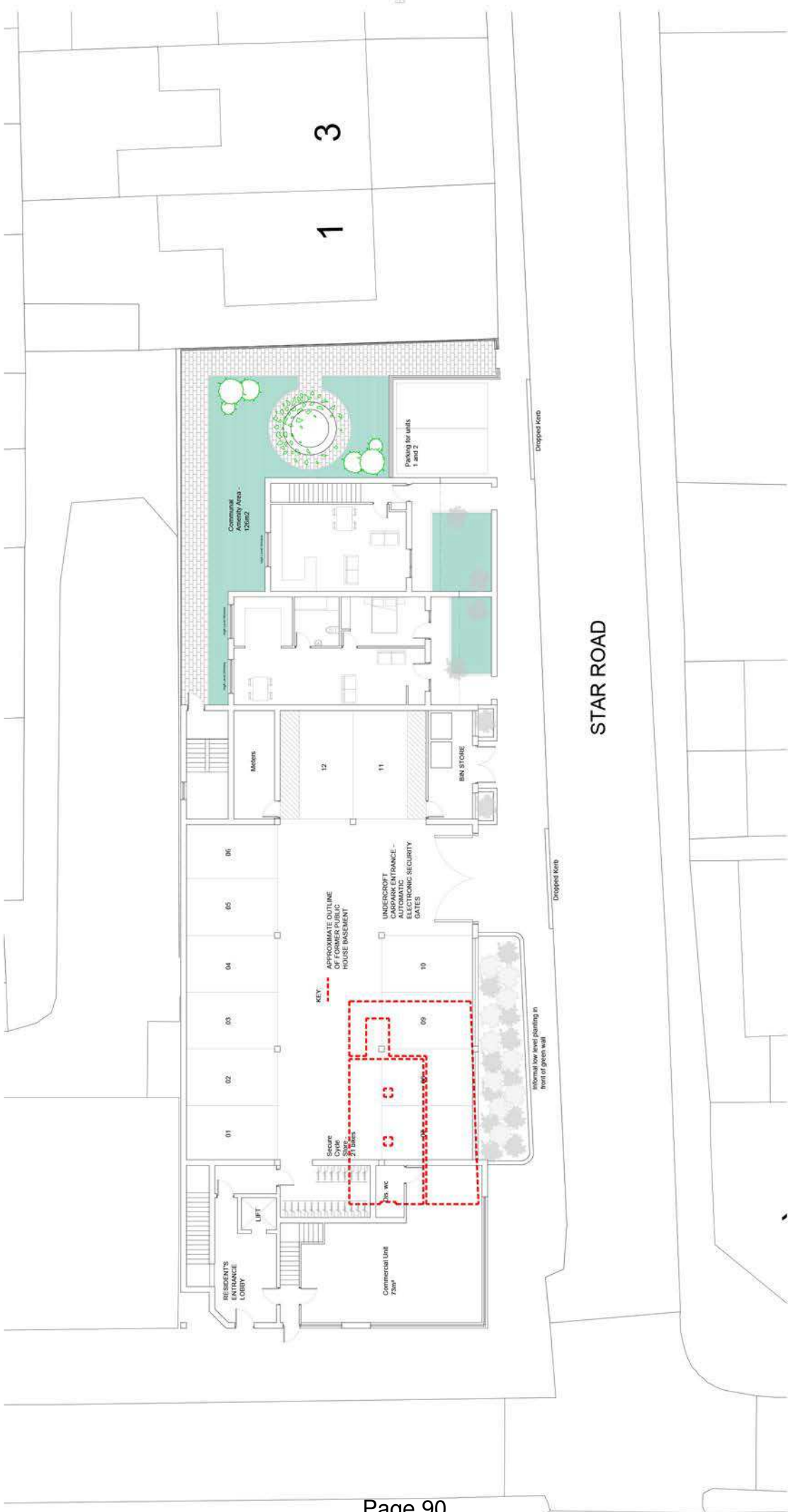
Site Location Plan - Scale 1:1250



Burke Rickhards Architects ■ Devcor House, 91 North Hill, Plymouth, PL4 8JT ■ Tel: 01752 266111 ■ www.burkerickhards.co.uk ■ mail@burkerickhards.co.uk
 Date: Oct 16 Detail: Former Star PH, Uxbridge Road Site Location and Block Plan Drawn: PM Checked by: SJR Paper: A3 Scale: As Indicated Dwg No: 2184/100

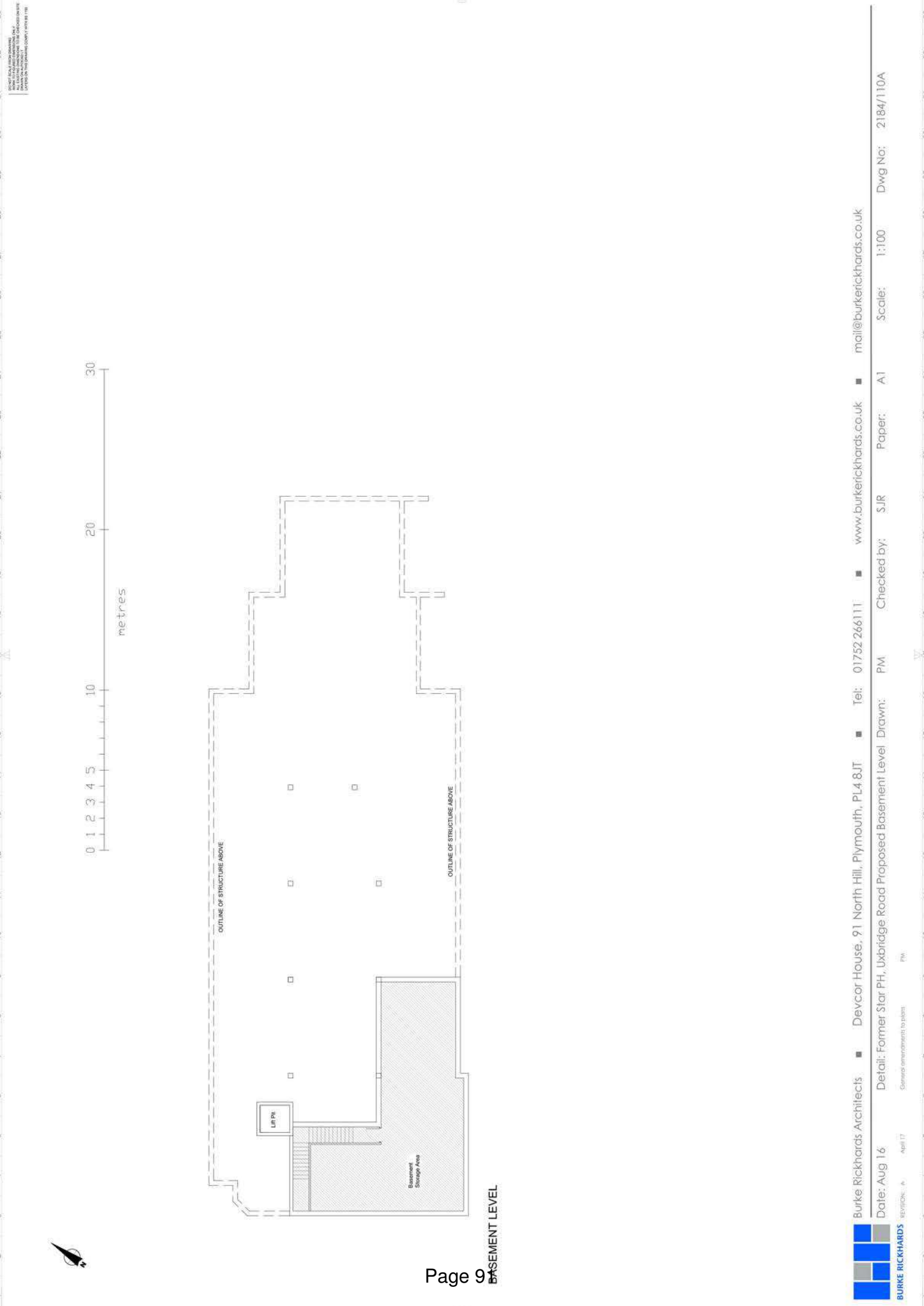


COVER TOTAL FROM DRAWING: 10.00
 ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED
 DRAWING IS THE PROPERTY OF BURKE RICKARDS ARCHITECTS



STAR ROAD





0 1 2 3 4 5 10 20 30
metres

OUTLINE OF STRUCTURE ABOVE

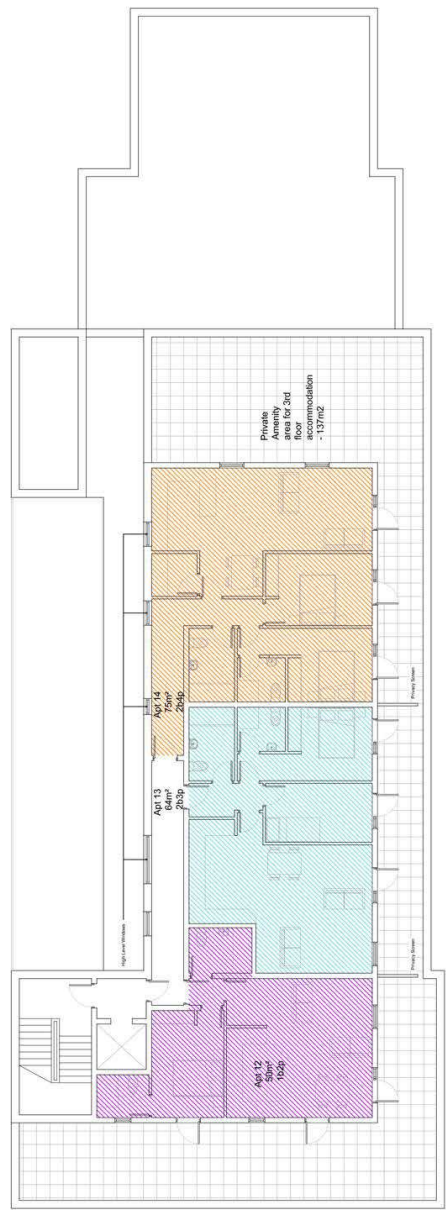
OUTLINE OF STRUCTURE ABOVE

LIFT PIT

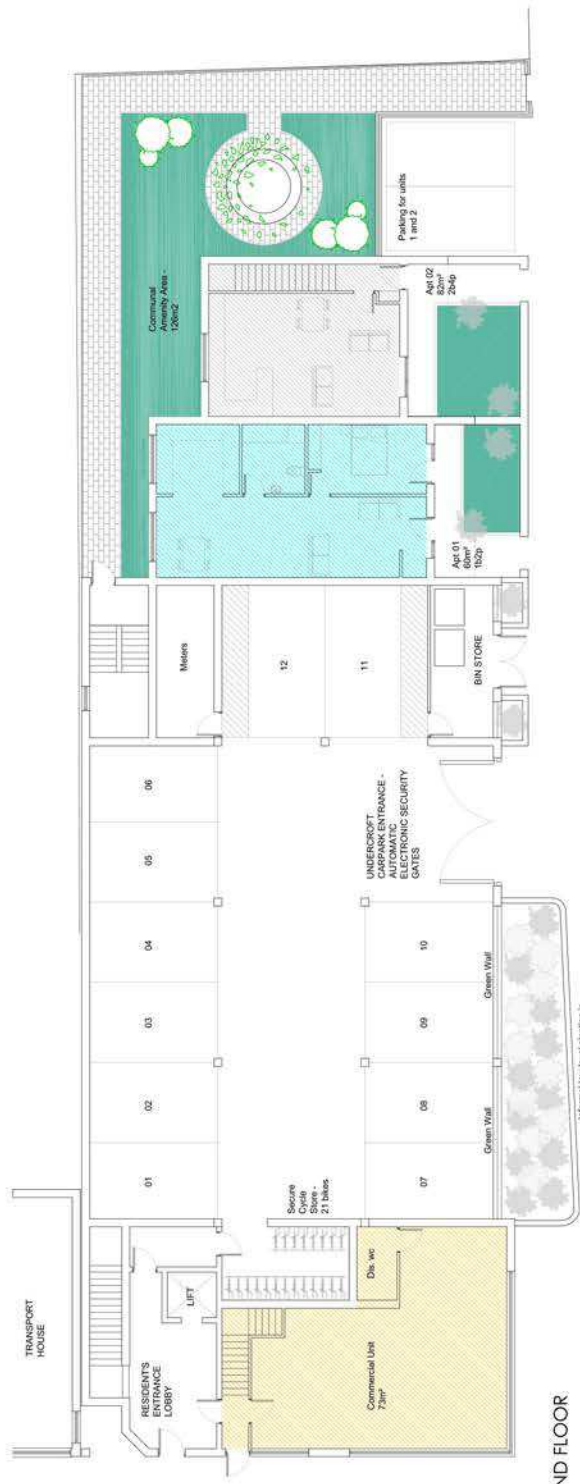
Basement Storage Area

BASEMENT LEVEL

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ALL DIMENSIONS TO BE TAKEN FROM THE
DIMENSION LINES UNLESS OTHERWISE
STATED. DIMENSIONS TO BE TAKEN FROM
LINES ON THIS DRAWING UNLESS OTHERWISE
STATED.

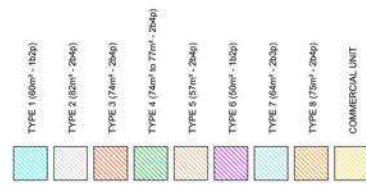


- TYPE 1 (10m² - 102p)
- TYPE 2 (82m² - 2b4p)
- TYPE 3 (74m² - 2b4p)
- TYPE 4 (74m² to 77m² - 2b4p)
- TYPE 5 (57m² - 2b4p)
- TYPE 6 (50m² - 1b2p)
- TYPE 7 (64m² - 2b3p)
- TYPE 8 (75m² - 2b4p)
- COMMERCIAL UNIT

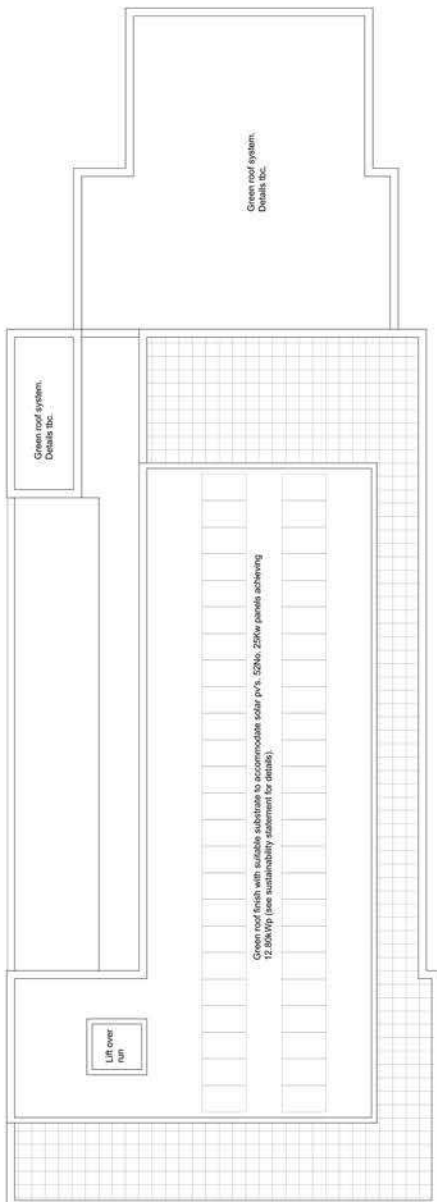


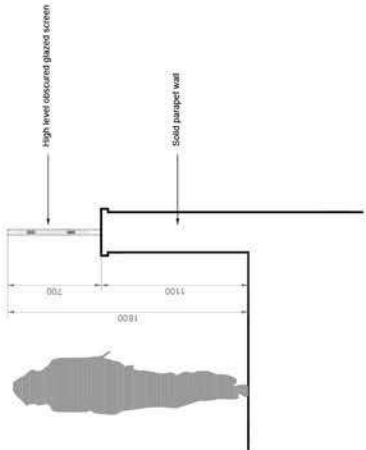
Schedule of Accommodation:

Floor	1 bed	2 bed	3 bed	Total
Ground	1	1	-	2
First	1	4	-	5
Second	-	4	-	4
Third	1	2	-	3
Total	3	11	-	14



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ISSUED BY THIS OFFICE COMPANY NUMBER 1181





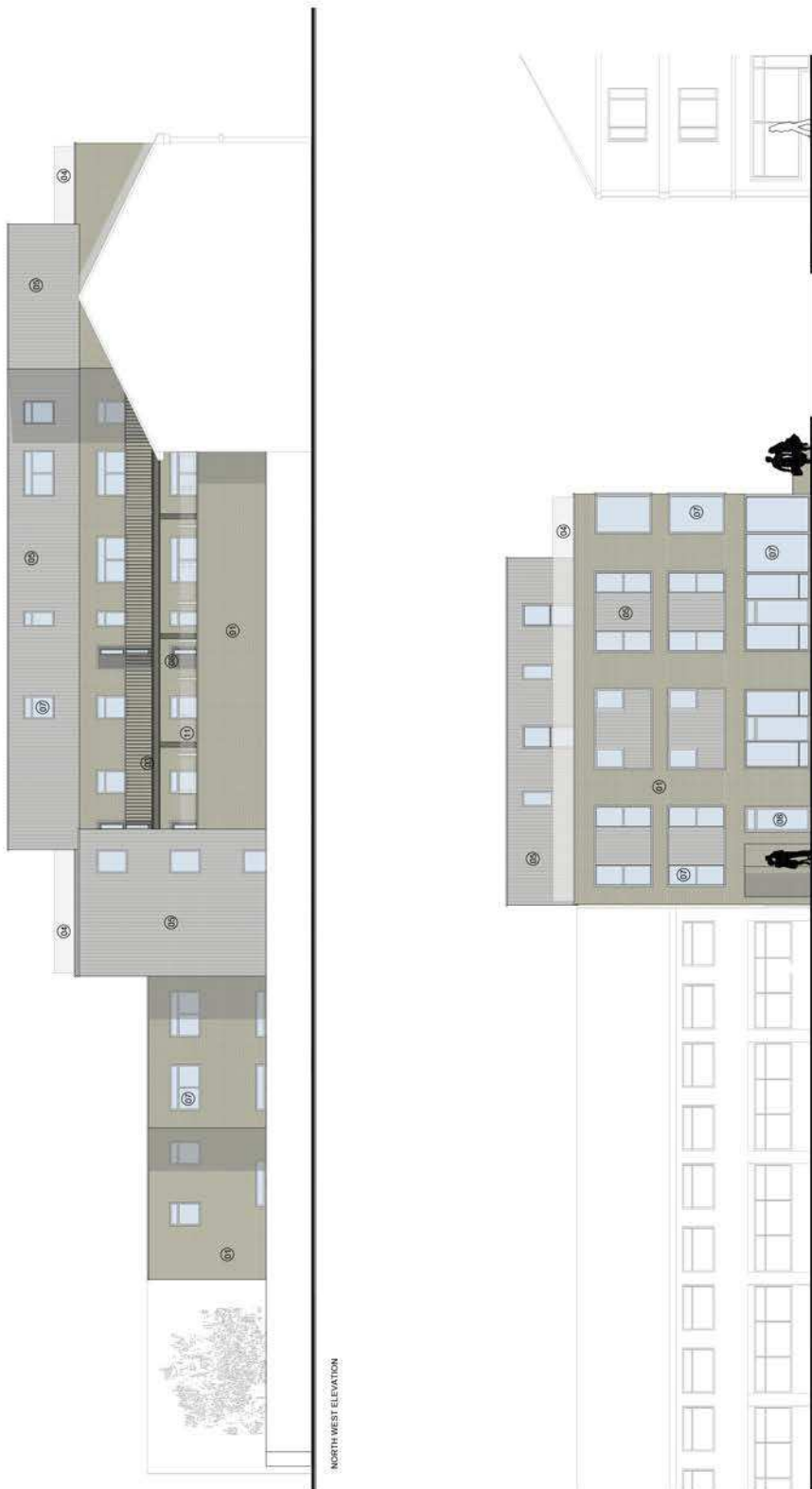
High level screen details

MATERIALS KEY

1. London stock brick or similar
2. Render finish painted white
3. High level obscured glazed screen
4. Galvanneal substrate painted dark grey
5. Timber cladding
6. Green wall system
7. Aluminium cladding
8. Aluminium framed doors in dark grey
9. Galvanneal steel security gate in dark grey
10. Aluminium framed doors in main slate in dark grey
11. High level obscured glazed screen

PLEASE NOTE

ALL WINDOWS TO EAST ELEVATION TO BE OBLISCURED
 ALL WINDOWS TO WEST ELEVATION TO BE CLEAR
 ALL HIGH LEVEL SECTION TO BE CLEAR
 AND OPENABLE.



NORTH WEST ELEVATION

SOUTH WEST ELEVATION



metres



SOUTH EAST ELEVATION



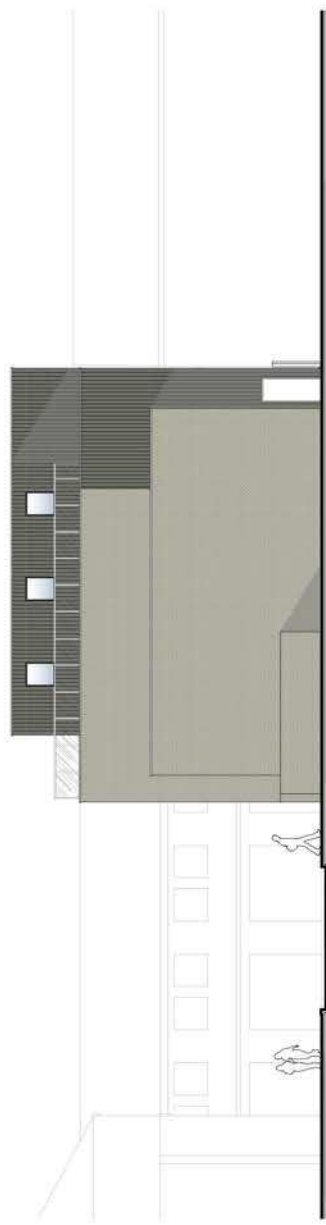
NORTH EAST ELEVATION

MATERIALS KEY:

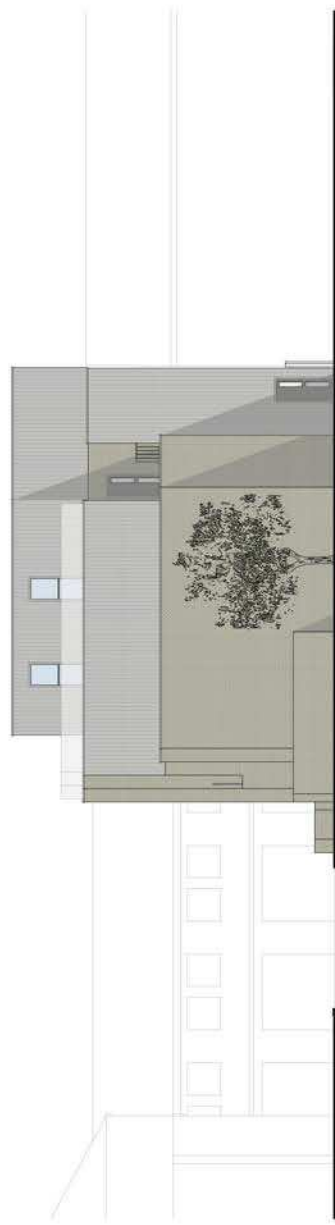
- 1. London stock brick or similar
- 2. Charred brickwork
- 3. Galvanneal steel (background painted dark grey)
- 4. Glazed balustrade
- 5. Green oak
- 6. Green oak (type and colour to be confirmed)
- 7. Aluminium framed windows in dark grey
- 8. Aluminium framed doors in dark grey
- 9. Aluminium framed doors in dark grey
- 10. Aluminium framed doors to tin stone in dark grey
- 11. High level obscured glazed screen



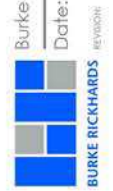
DO NOT SCALE FROM DRAWING
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DIMENSIONS ON THIS DRAWING COMPLY WITH THE



NORTH ELEVATION OF REFUSED APPLICATION REF: 1821/APP/2016/0671



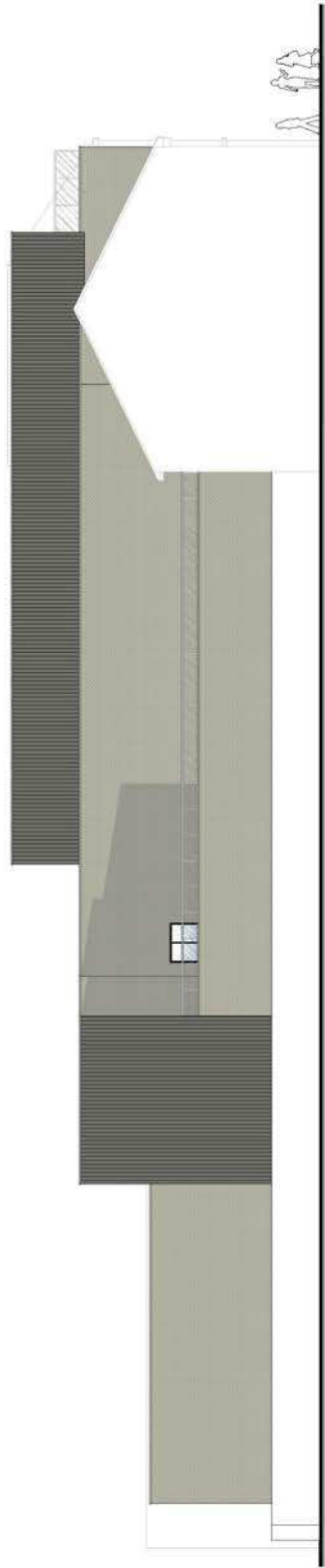
NORTH ELEVATION



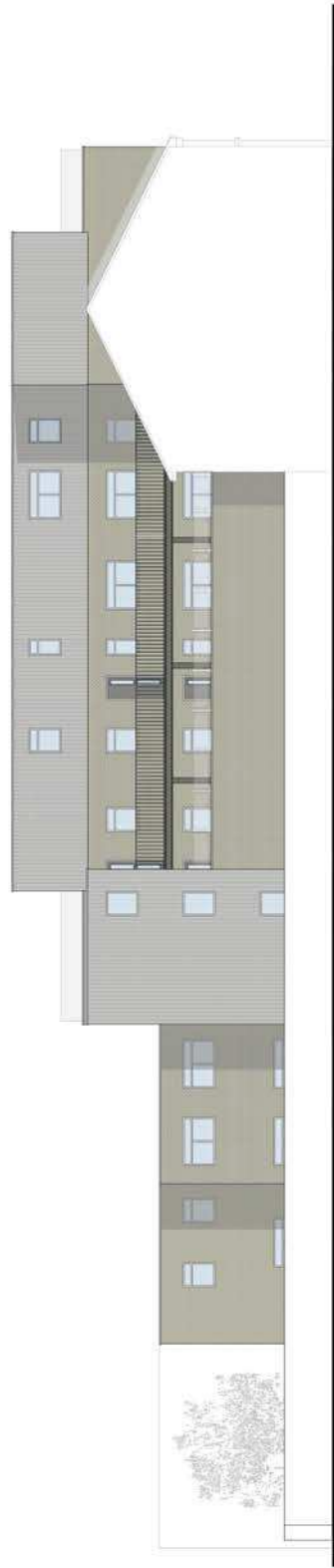
DO NOT SCALE FROM DRAWING
ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE STATED
UNLESS OTHERWISE STATED OTHERWISE

A B C D E F G H I J K L M N O P Q R S T U V X

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33

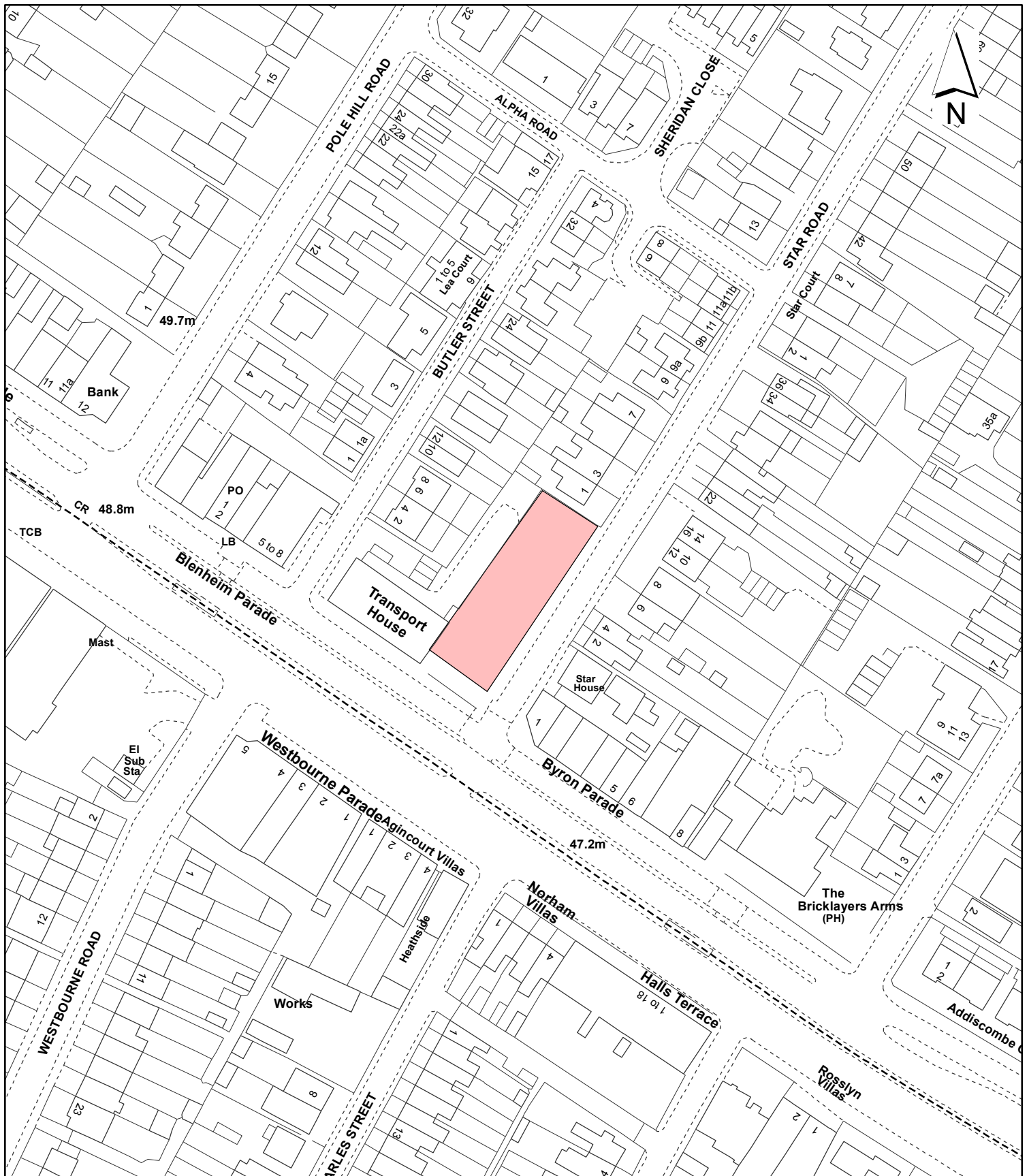


EAST ELEVATION OF REFUSED APPLICATION REF: 1652/APP/2016/02671



EAST ELEVATION





Notes:

 Site boundary

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Site Address:

**The Former Star PH
 Corner of Star Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
8057/APP/2017/2041

Scale:
1:1,250

Planning Committee:
Major Page 99

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

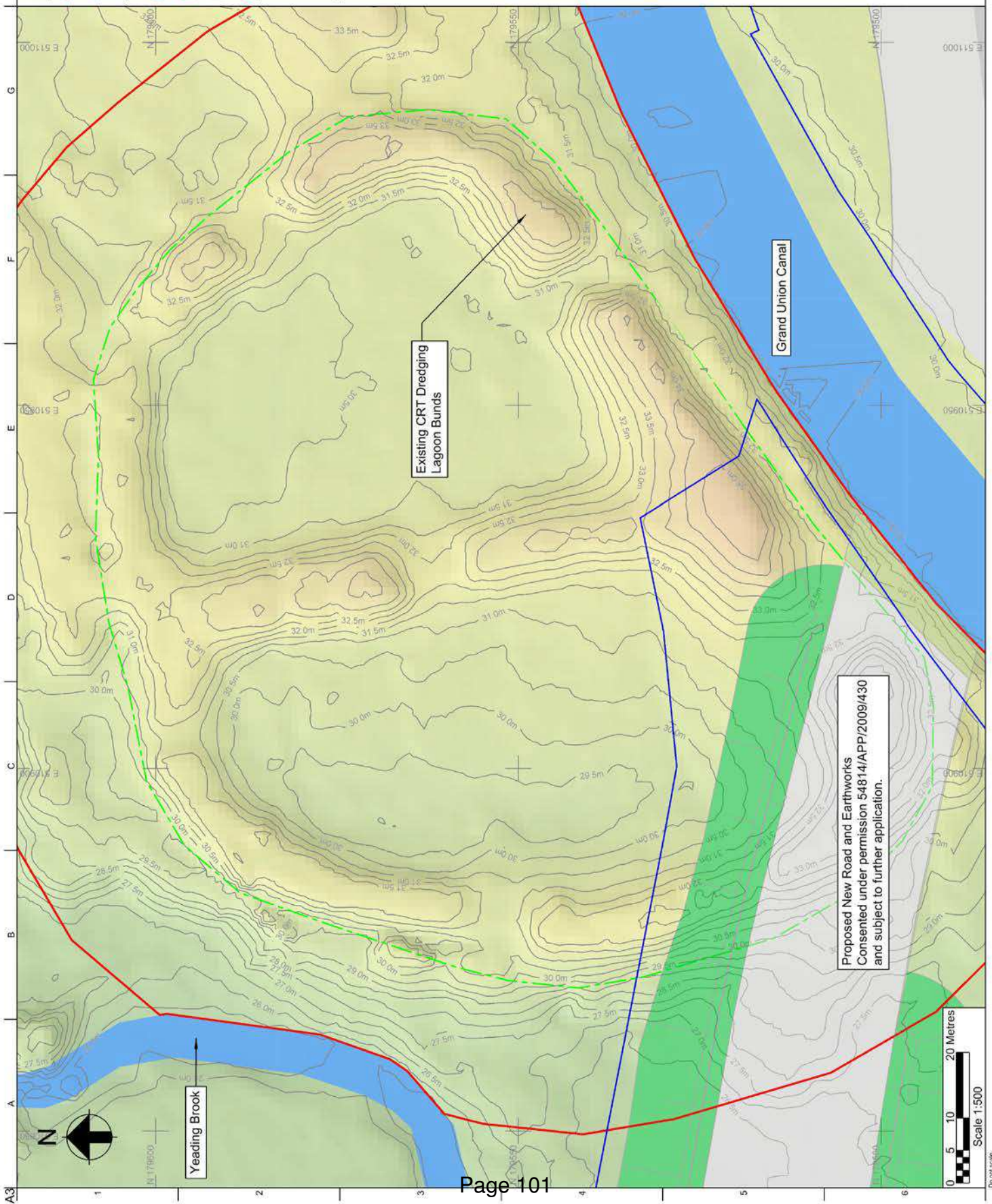
Address SOUTHALL WATERSIDE HAYES BY PASS HAYES

Development: Re-configuration and excavation of the dredging lagoon; installation of a new bund; the removal of the central spine including associated works.

LBH Ref Nos: 54814/APP/2017/2103

Date Plans Received: 09/06/2017
Date Application Valid: 09/06/2017

Date(s) of Amendment(s):



Legend:

- Planning Boundary - 1.7 Ha
- - - Existing Lagoons - 1.0 Ha
- St James Land Ownership
- Surface Water
- Proposed Earthworks
- Proposed Road

Notes:

1. Contains Ordnance Survey data © Crown copyright and database right 2016
2. Height Data: Open Source 2012 LIDAR provided by: www.gov.uk/environment-agency

02	08/06/17	IJ	YM	TB
Legend Amendments				
01	30/05/17	IJ	YM	TB
For Planning				
Issue	Date	By	Checked	Approved

ARUP

The Age Campus, Bythe Gate, Bythe Valley Park
 Seneal, West Midlands B80 5AE
 T: +44(0)121 213 3000 F: +44(0)121 213 3001
www.arup.com

St James
 Designed for life

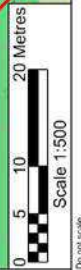
Southall Gas Works
 Alterations to CRT Lagoons

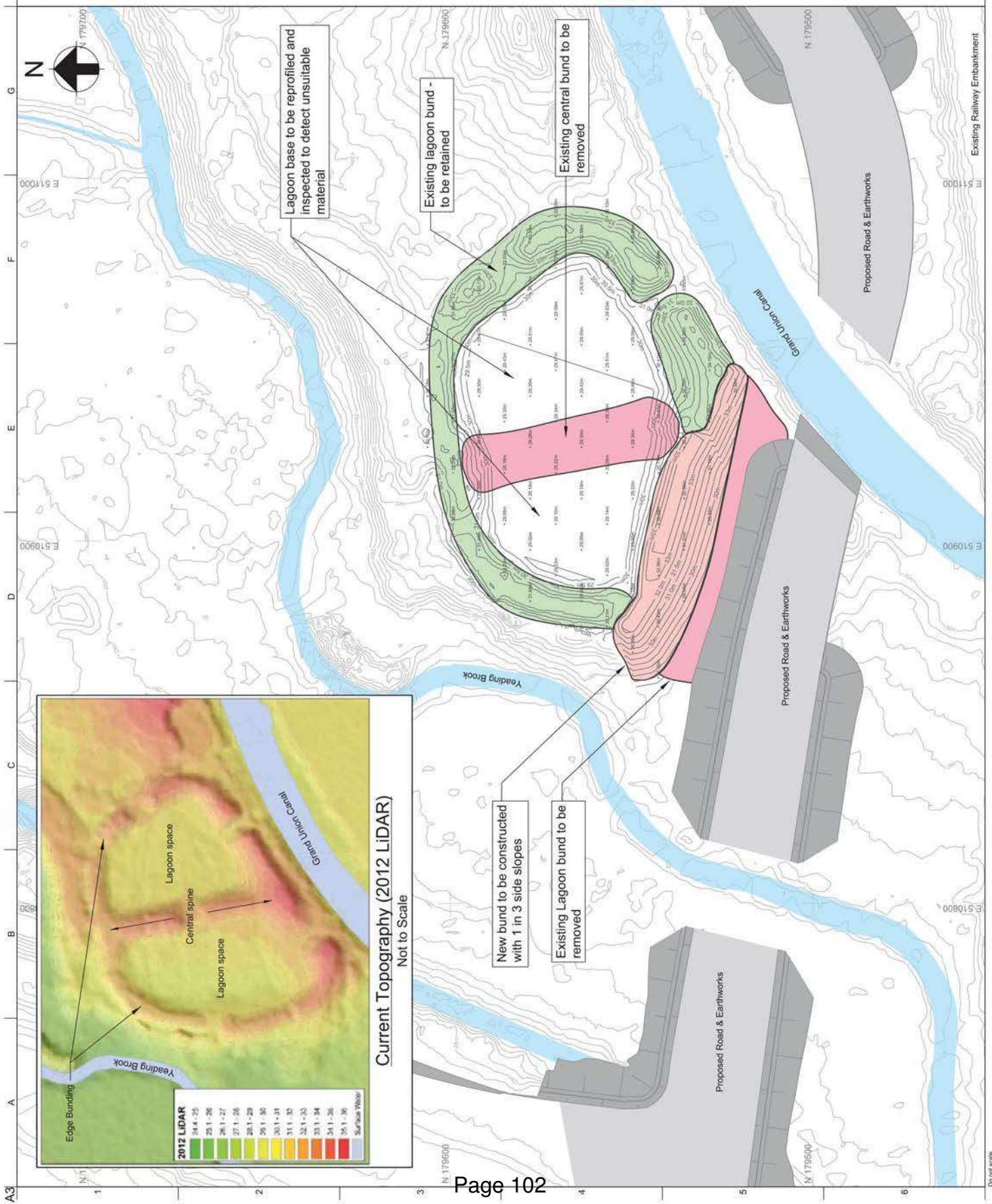
Existing Site Plan

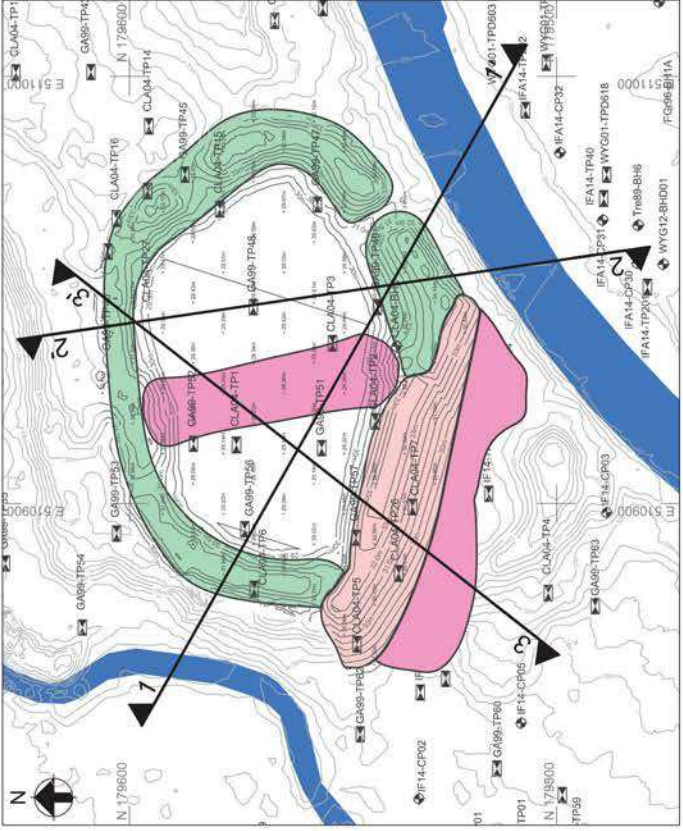
Scale at A3 1:500

Discipline	Geotechnical
Job No	228263-00
Drawing Status	For Planning
Issue	02
Drawing No	A720-E05-IW-ARU-EW-DR-0004

Proposed New Road and Earthworks
 Consented under permission 54814/APP/2009/430
 and subject to further application.







Section Plan
Scale 1:1250

Section Legend:

- Made Ground
- Alluvium
- Head Deposits
- River Terrace Deposits
- London Clay

Plan Legend:

- Existing Topography Contours
- Existing Lagoon Bund to be Retained
- Existing Lagoon Bund to be Removed
- Proposed Bund to be Constructed
- Proposed Finished Level

Issue	Date	By	CHK'd	App'd
01	26/04/17	MEC	HLO	YM

For Information



The Agg Campus, Blythe Close, Blythe Valley Park
 Southall, West Midlands B90 8AL
 T +44(0)121 213 3000 F +44(0)121 213 3001
 www.arup.com



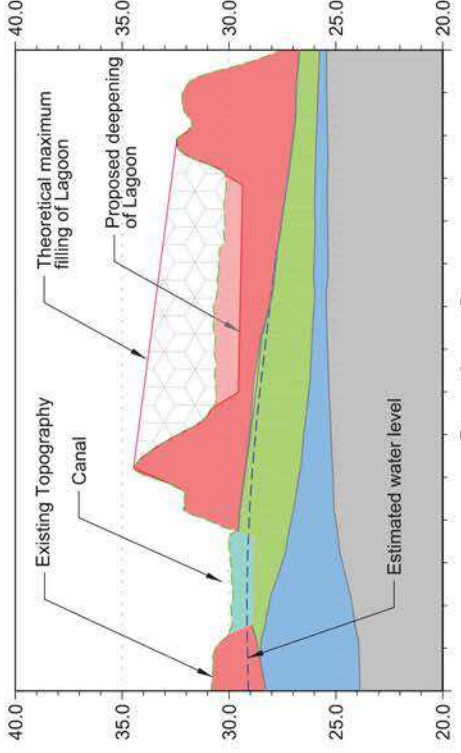
Job Title
Southall - Waterside Development
 Reconfiguration of Existing
 Dredging Lagoon
 Preliminary Risk Assessment

Cross Sections of
 CRT Lagoon

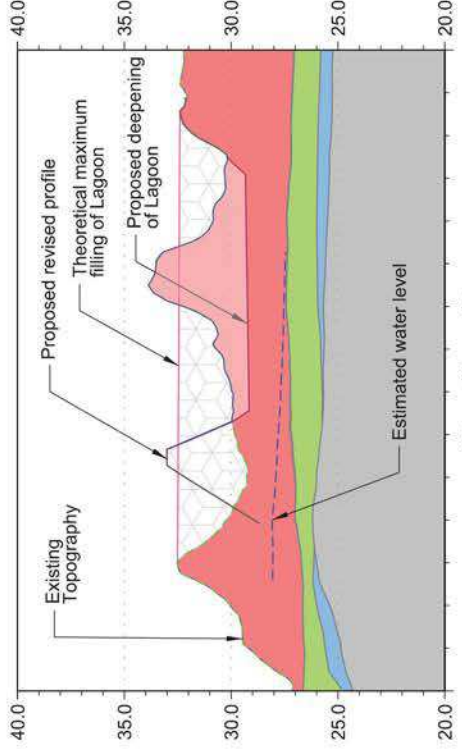
Scale at A3 1:1250
 Discipline Geotechnics

Job No	251522-00	Drawing Status	For Information
Drawing No		Issue	01

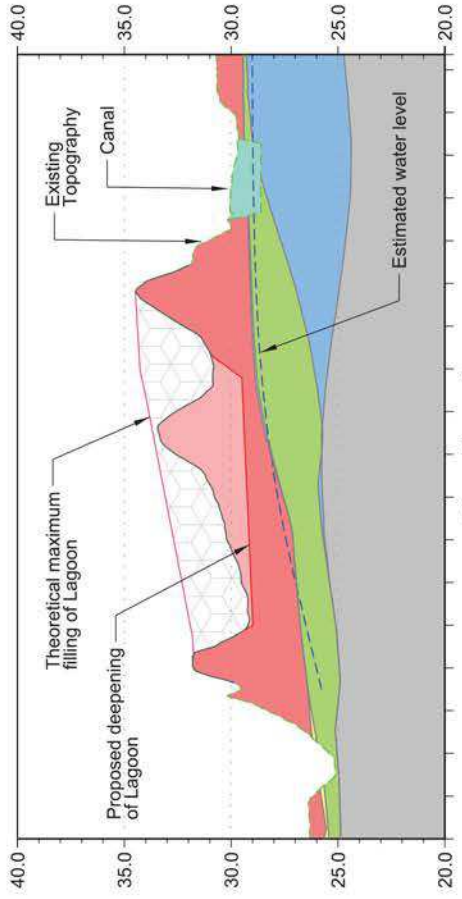
Figure 07



Section 2
Scale 1:1250H 1:250V



Section 3
Scale 1:1250H 1:250V



Section 1
Scale 1:1250H 1:250V

Legend:

- Existing Ground Level
- Made Ground
- Alluvium
- Head Deposits
- River Terrace Deposits
- London Clay
- Groundwater Level
- Text Receptors
- Text Pathways

Notes:

This section has been drawn from interpolated 3D models of the various boundaries logged in trail pits and boreholes, topographical data and data from geological maps etc. It is intended to provide a guide as to the likely ground conditions and as such should be regarded as indicative. It is recommended that design decisions made on the bases of this information are confirmed by investigation.

Issue	Date	By	Checked	Approved
01	26/04/17	MEC	HLO	YM

For Information

ARUP

The Arup Campus, Blythe Close, Blythe Valley Park
 Southall, West Midlands B90 8AE
 T +44(0)121 213 3000 F +44(0)121 213 3001
 www.arup.com

Client

St James
 Designed for life

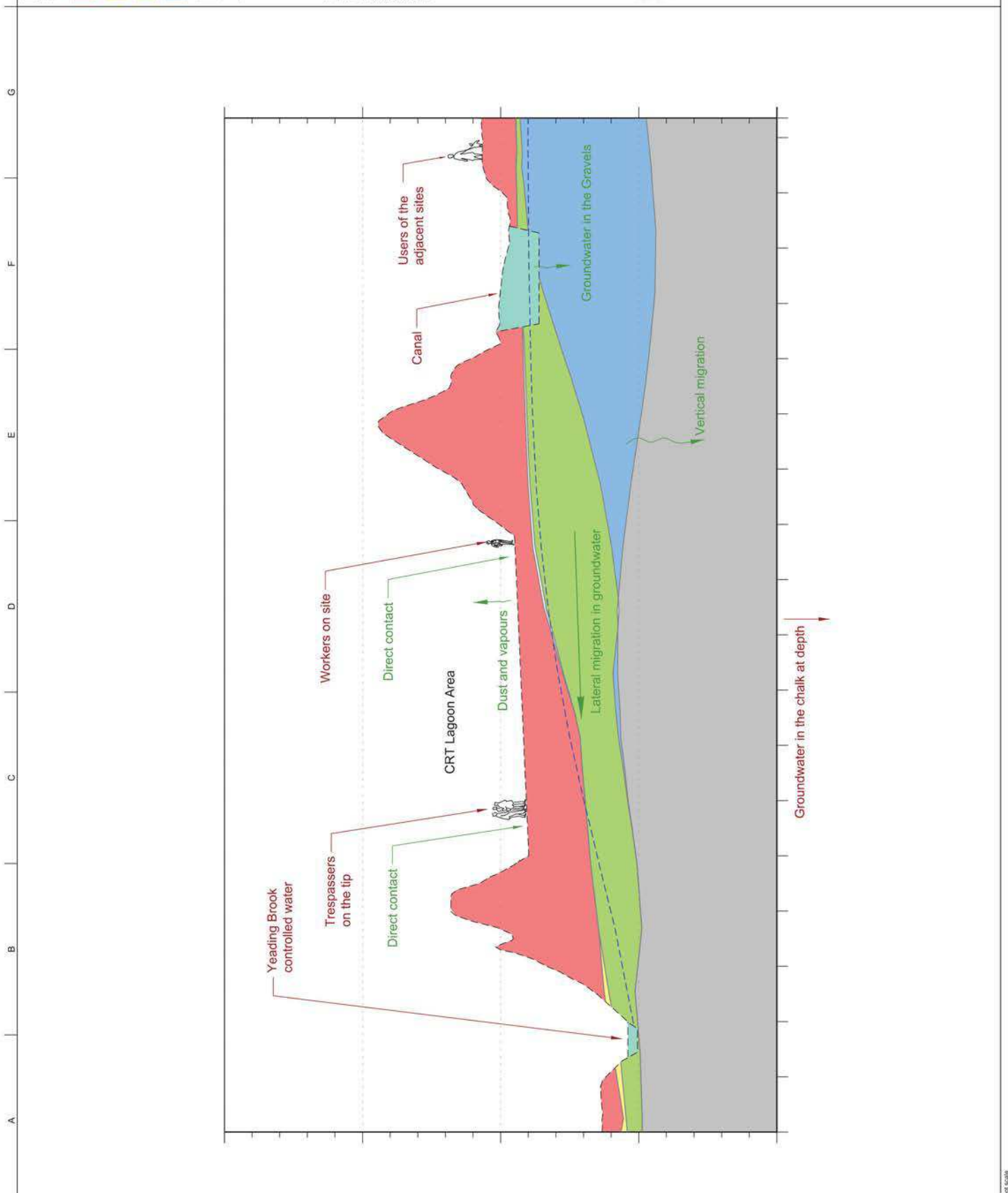
Job Title
**Southall - Waterside Development
 Reconfiguration of Existing Dredging
 Lagoon
 Preliminary Risk Assessment**

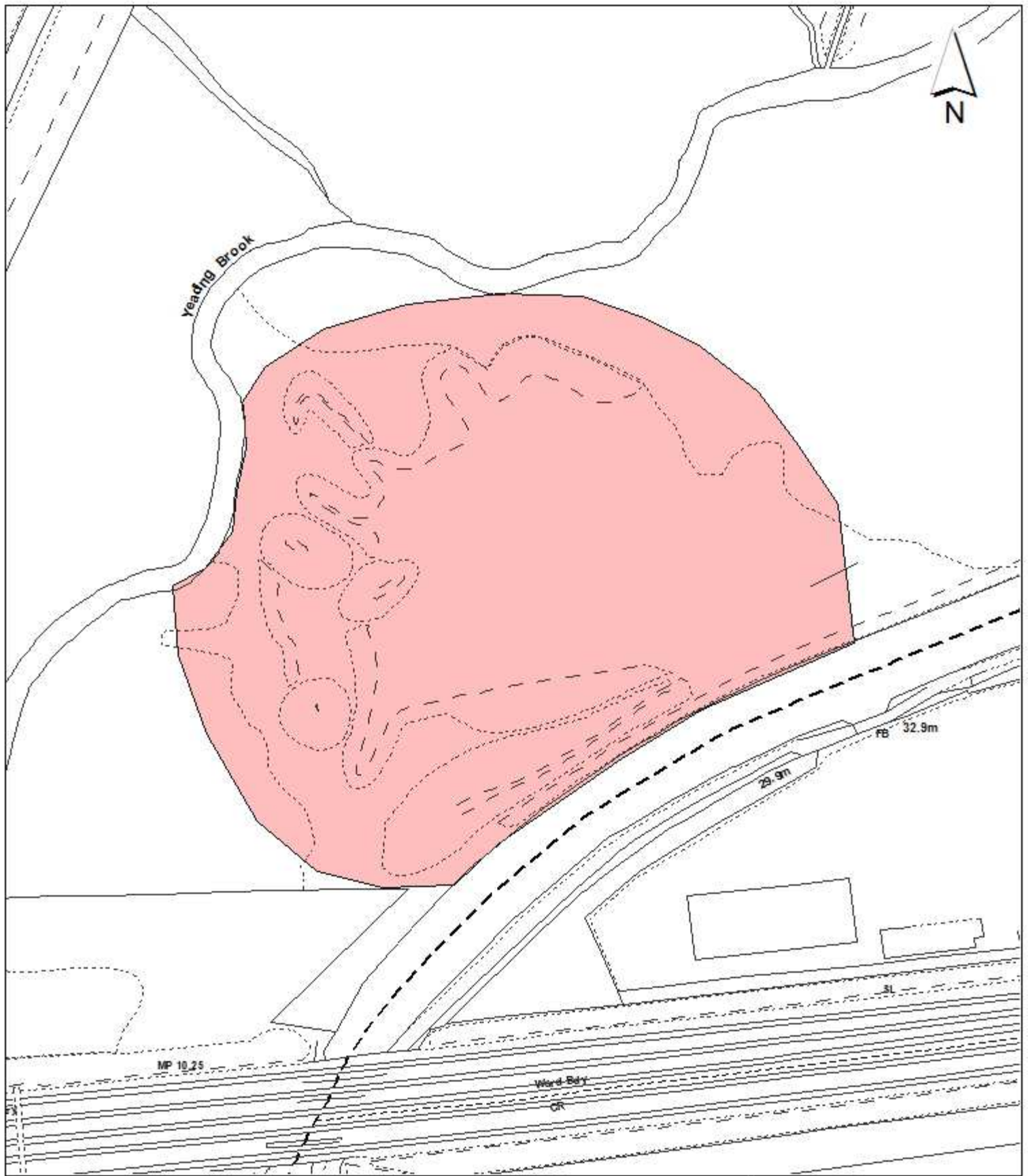
Scale at A3 Not to scale

Discipline Ground Engineering

Job No. **251522-00** Information

Drawing No. **Figure 09** Issue **01**





Notes:

 Site boundary

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Site Address:

**SGW - Lagoon
Application (FULL)**

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

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

Planning Application Ref:

54814/APP/2017/2103

Scale:

1:1,250

Planning Committee:

Major Page 105

Date:

October 2017



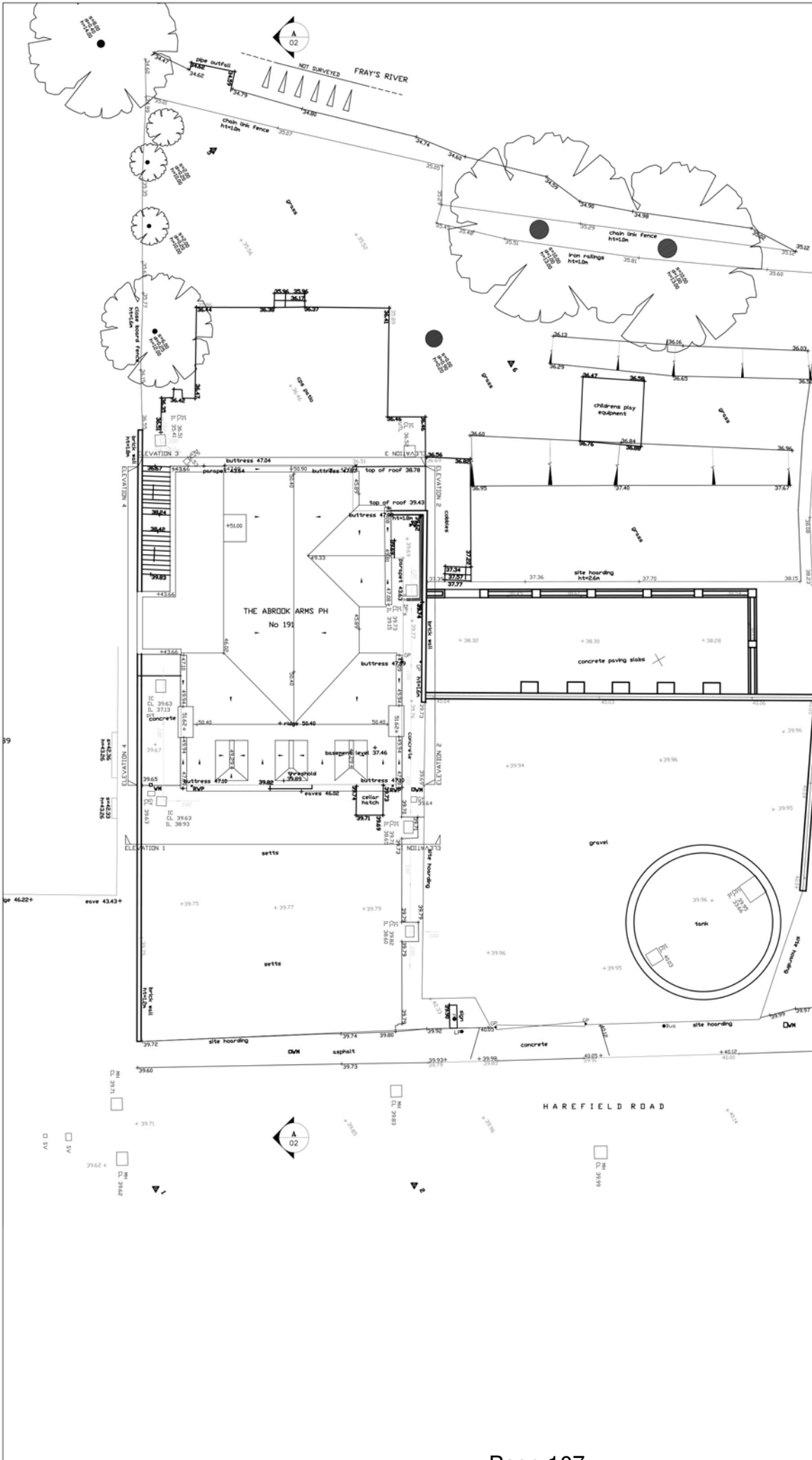
HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ABROOK ARMS PH HAREFIELD ROAD UXBRIDGE

Development: Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park.

LBH Ref Nos: 18505/APP/2016/3534

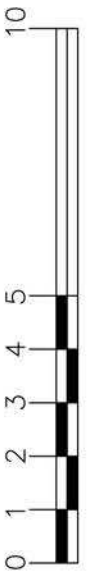
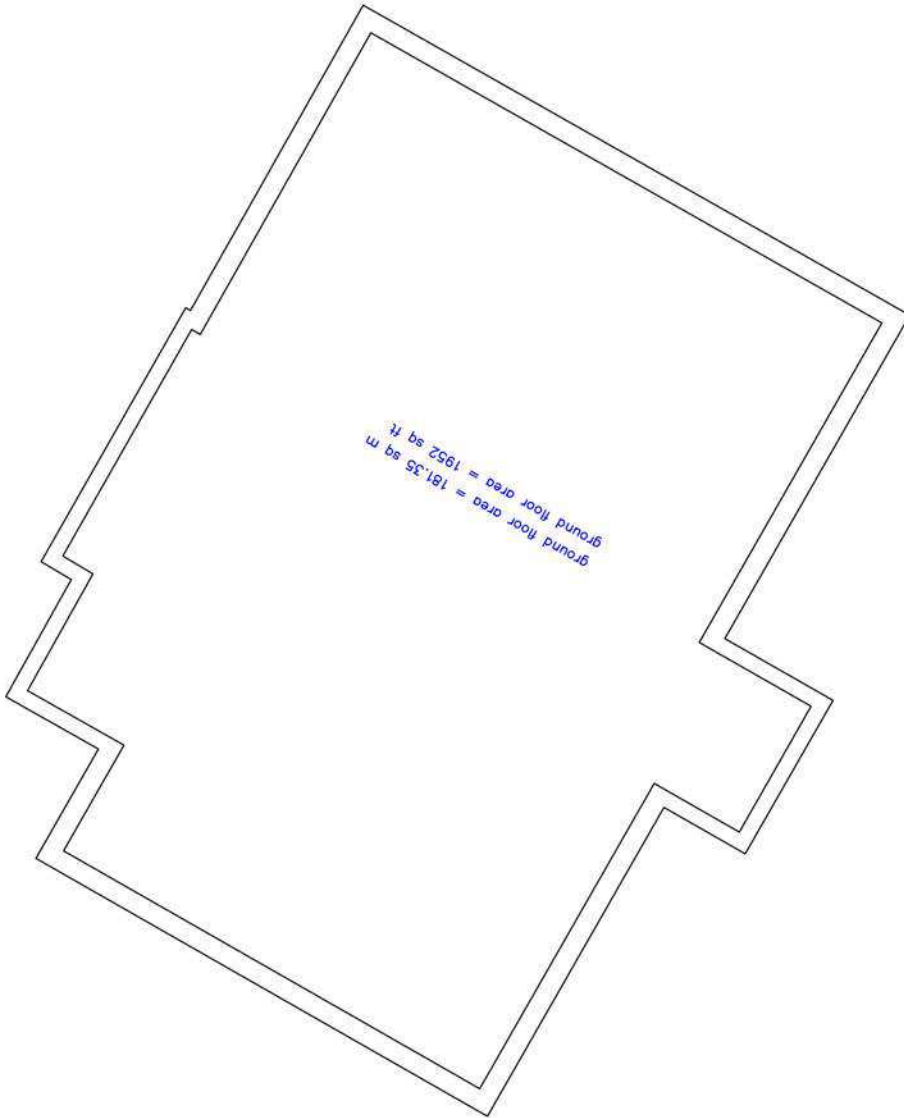


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Revision	Date	Description	Signed	Checked
P1	01.03.17	FIRST ISSUE	MG	TB
STATUS				
PRELIMINARY ISSUE				
Client				
FRENCastle HOMES LLP				
Job				
191 HAREFIELD ROAD UXBRIDGE				
Title				
SITE PLAN AS EXISTING				
COPYRIGHT				
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BARNARD & ASSOCIATES Ltd Consulting Engineers 18 Northfields Prospect Northfields, London, SW18 1PE Tel No. 0208 874 9000 Fax No. 0208 870 7386 Email barnard@intonet.co.uk				
Scale		Dwg No.		Revision
1:100 A1 1:200 A3		16074-01		P1
Drawn		Checked		Date
MG 07.09.16		16074-01		17.05.09
Checked		Date		
TB		17.05.09		



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16 LEYDEN ROAD, STEVENAGE,
HERTFORDSHIRE, SG1 2BP.
TEL: (01438) 728 441 FAX: (01438) 742 435
email: mail@cslsurveys.com
<http://www.cslsurveys.com>

Project

**THE ABROOK ARMS PH
UXBRIDGE, UB8 1PW**

Title

GROUND FLOOR

Client

FRENDCASTLE

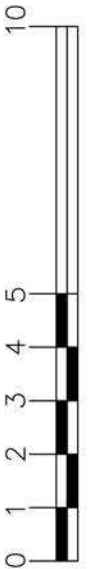
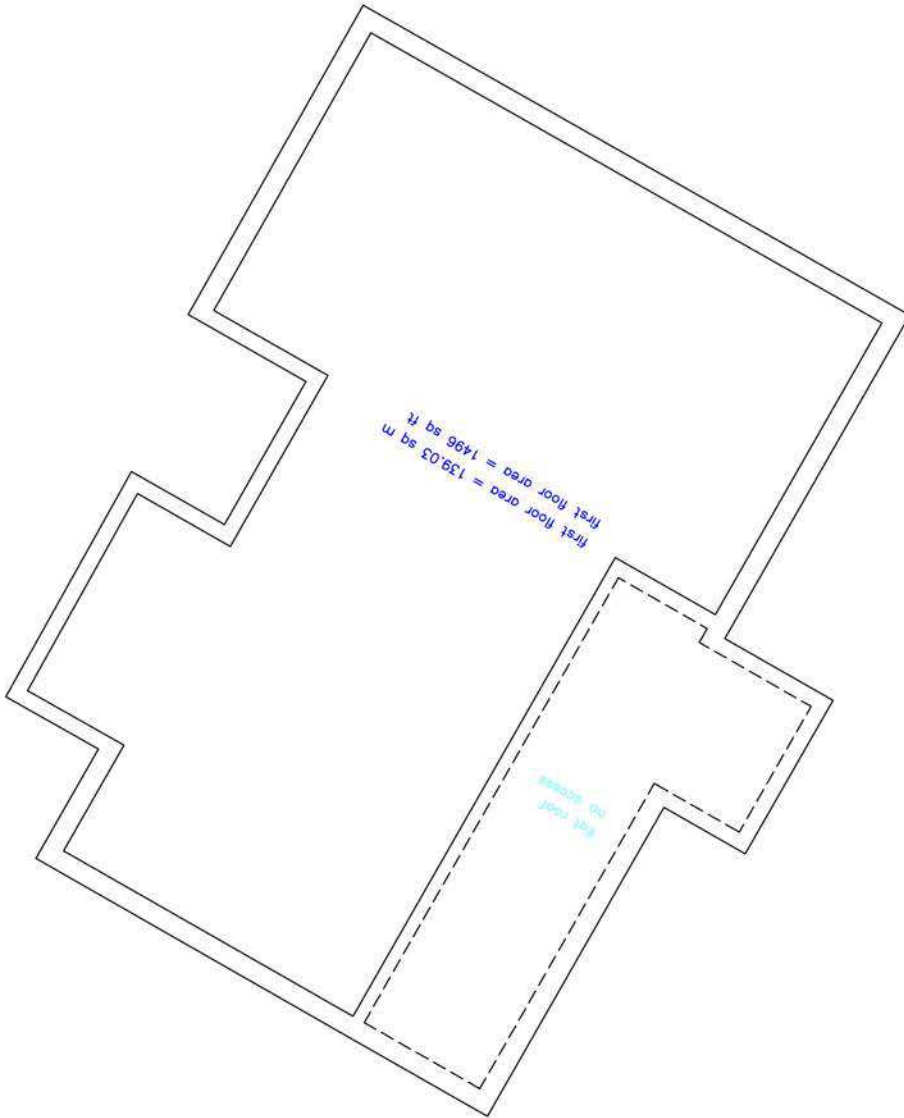
Project No	Revision	Dwg No.
14716PR	F0	2 of 4
Plot Scale	Sheet Size	Date
1:100	A3	24/06/2016

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email: mail@cslsurveys.com
<http://www.cslsurveys.com>

Project

**THE ABROOK ARMS PH
UXBRIDGE, UB8 1PW**

Title

FIRST FLOOR

Client

FRENDCASTLE

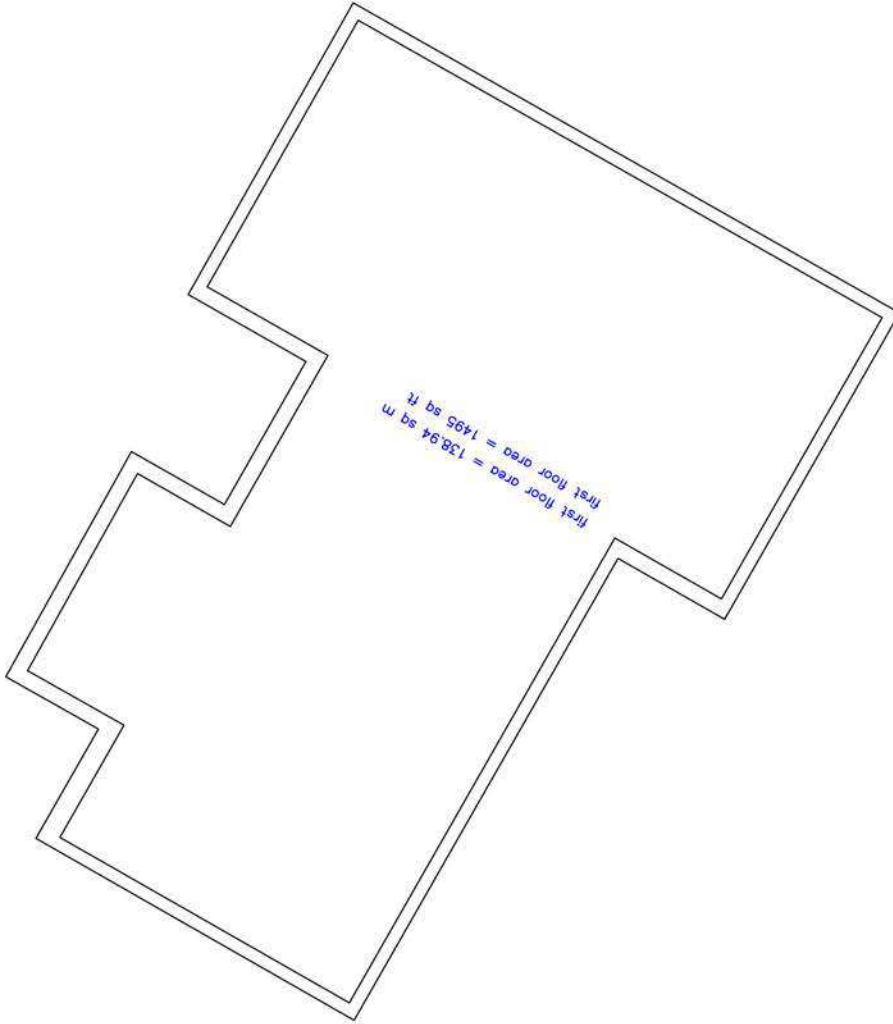
Project No	Revision	Dwg No.
14716PR	F0	3 of 4
Plot Scale	Sheet Size	Date
1:100	A3	24/06/2016

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email: mail@cslsurveys.com
<http://www.cslsurveys.com>

Project

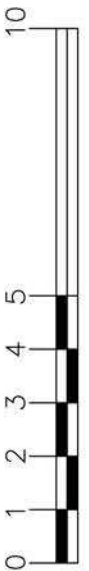
**THE ABROOK ARMS PH
UXBRIDGE, UB8 1PW**

Title

SECOND FLOOR

Client

FRENDCASTLE



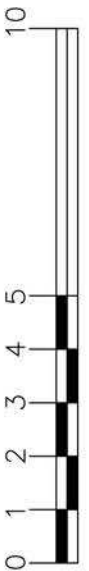
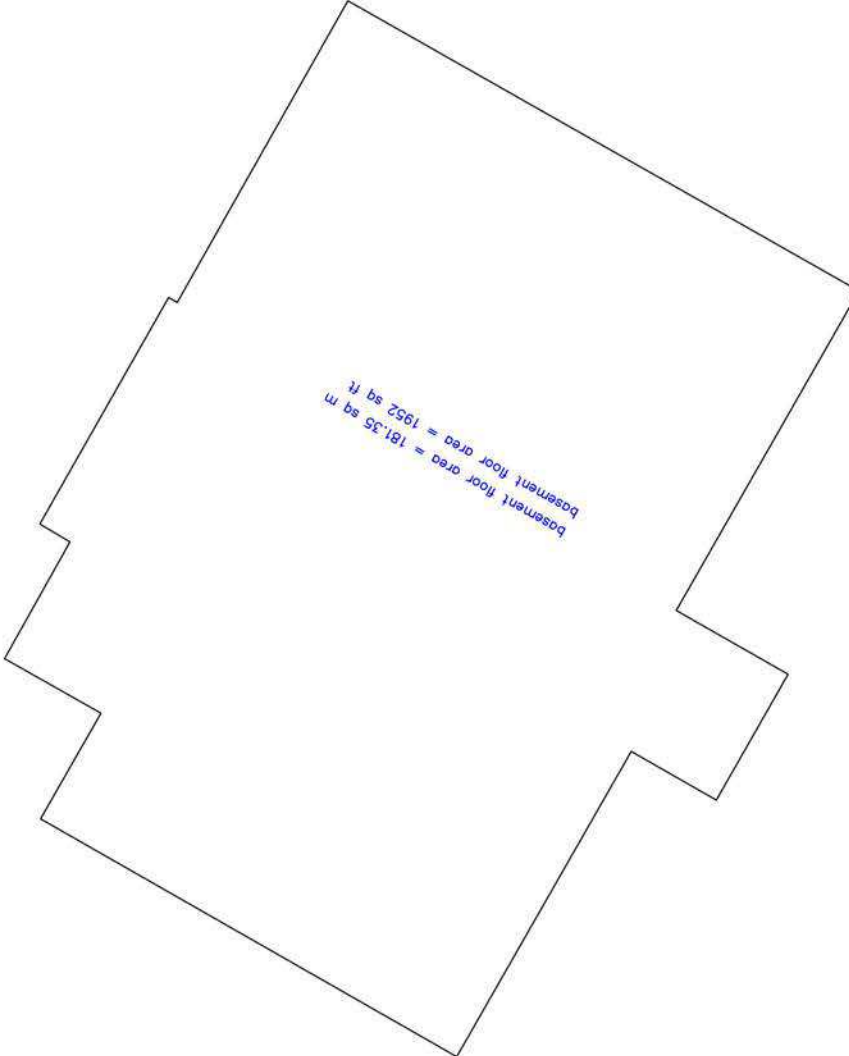
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Project No	Revision	Dwg No.
14716PR	F0	4 of 4
Plot Scale	Sheet Size	Date
1:100	A3	24/06/2016



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email: mail@cslsurveys.com
<http://www.cslsurveys.com>

Project

**THE ABROOK ARMS PH
UXBRIDGE, UB8 1PW**

Title

BASEMENT

Client

FRENDCASTLE

Project No	Revision	Dwg No.
14716PR	F0	1 of 4
Plot Scale	Sheet Size	Date
1:100	A3	24/06/2016

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Job Title:

191 NORTFIELD ROAD, Uxbridge

16074/SK Ramp 01

Calculation Title

Preliminary Ramp Length Section

Job No.

16074

Page No.

Made By.

th

Date.

May 16

Checked By.

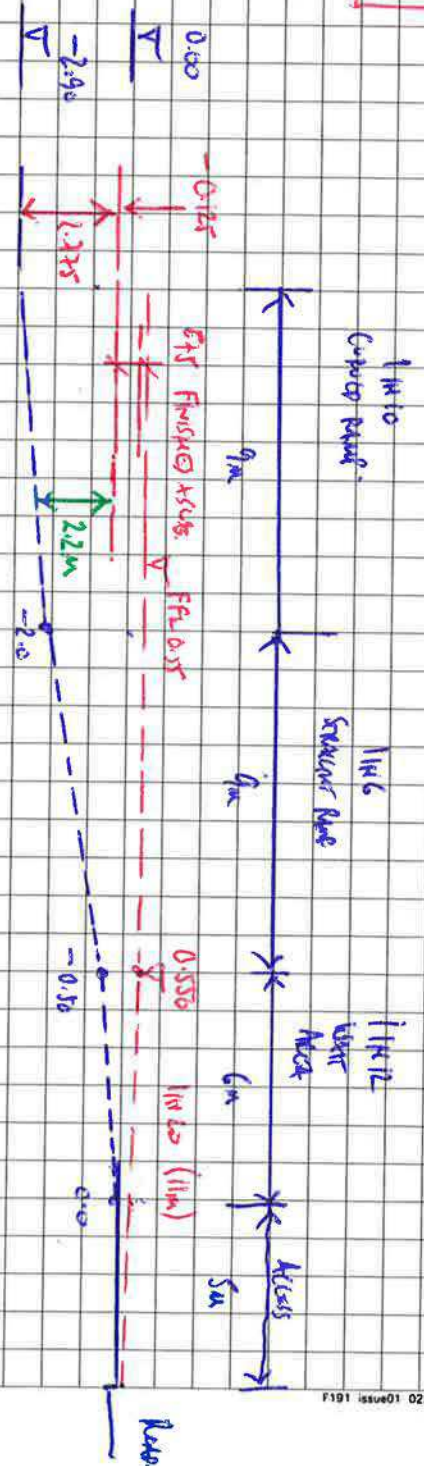
th

Rev.


410 SUP.
225 FINISHED

Ramp Section 1:200

5.75m UP
Ramp =
2.2m WEAR REIN



GENERAL NOTES
 Drawings to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be included on site.
 For structural, civil and sub-surface drawings information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.

SCALE 1:100

PLANNING

Code	Description	Author	Date
C	Partitions	20/02/2017	J.P.
B	Structural 175, 180mm	04/02/2017	J.P.
A	Partitions	04/02/2017	J.P.
P	Partitions	04/02/2017	J.P.
20	Partitions	04/02/2017	J.P.
21	Partitions	04/02/2017	J.P.
22	Partitions	04/02/2017	J.P.
23	Partitions	04/02/2017	J.P.
24	Partitions	04/02/2017	J.P.
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38	Partitions	04/02/2017	J.P.
39	Partitions	04/02/2017	J.P.
40	Partitions	04/02/2017	J.P.

Frendcastle Homes LLP
 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing:
Proposed Basement Plan

Scale	Date	Drawn	Checked
1:100 @ A1	July '16	J.P.	J.M.B.

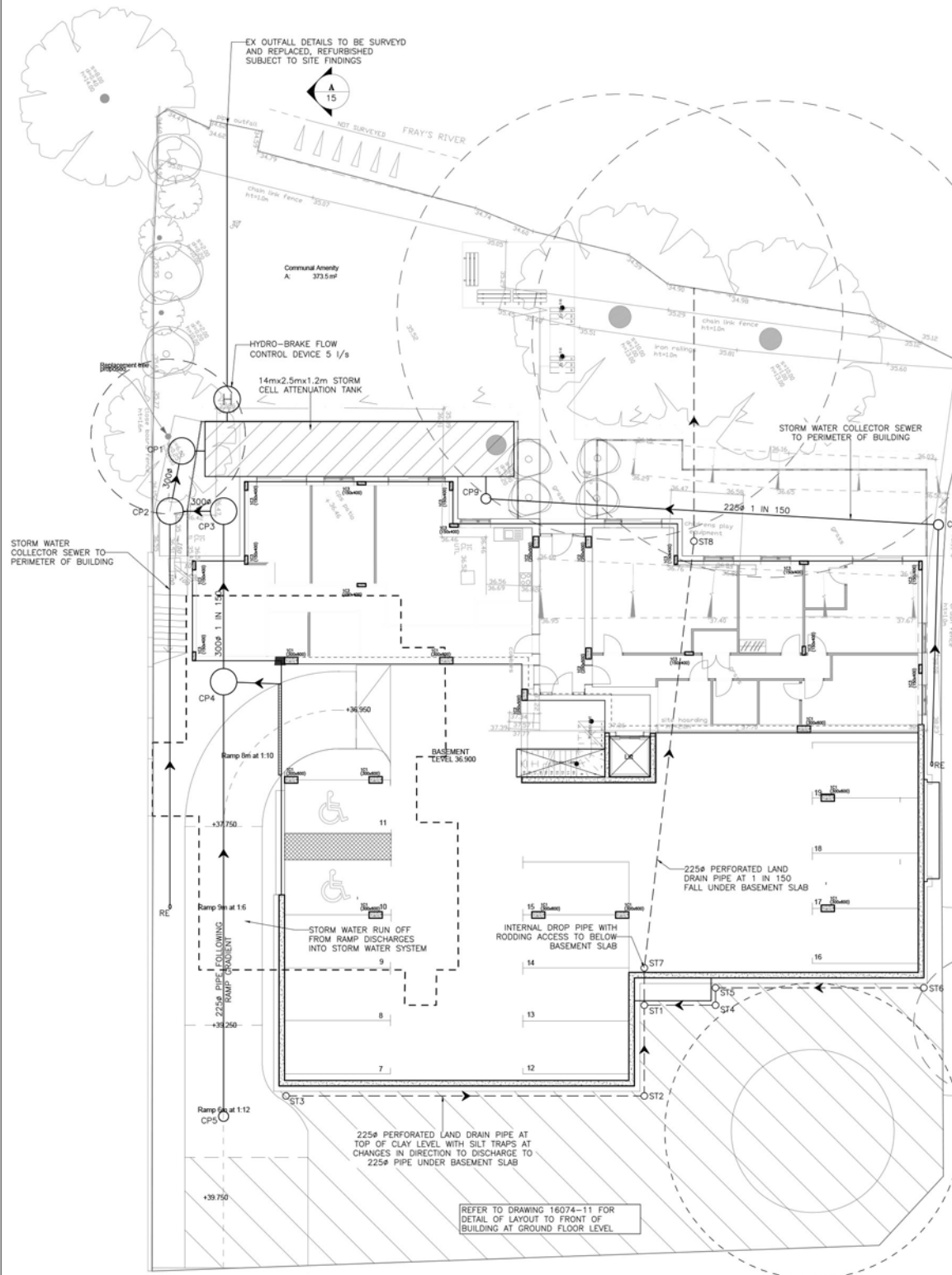
BrookesArchitects
 Unit 4, The Green, High Lane,
 London W15 5JF
 T: 020 8487 1253
 F: 020 894 4173
 E: info@brookes.co.uk
 www.brookesarchitects.co.uk

Drawing No.	4803	3	10	C
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4. WATER BUTTS TO BE PROVIDED TO ALL RAINWATER DOWNPIPES TO ARCHITECTS DETAILS



P2	01.03.17	DRAINAGE ADDED	MG	TB
Revision	Date	Description	Signed	Checked

STATUS: PRELIMINARY ISSUE

Client: FRENDCASTLE HOMES LLP
 Job: 191 HAREFIELD ROAD UXBRIDGE

Title: BASEMENT (AS PROPOSED) GA (STORM DRAINAGE)

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 Northfields, London, SW18 1PE
 Tel No. 0208 874 9000
 Fax No. 0208 870 7366
 Email: bamarn@btinternet.com



Scale	1:100 A1 1:200 A3	Dwg No.	16074-10	Revision	P2
Drawn	ML	09.09.16			
Checked	TB				

GENERAL NOTES

Drawings to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drawings information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



Site location plan 1:1250



PLANNING

Code	Description	Author	Date	Scale
D	Overall arrangement	HM/2017	J	J
G	Proposals	HM/2017	J	J
H	Utilities/ITL/connections	HM/2017	J	J
A	Particulars	HM/2017	J	J
P	Particulars	HM/2017	J	J
F	Particulars	HM/2017	J	J
PT	Particulars	HM/2017	J	J
PH	Particulars	HM/2017	J	J
CH	Particulars	HM/2017	J	J
CD	Particulars	HM/2017	J	J

Frendcastle Homes LLP
 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing:
 Proposed Ground Floor Plan

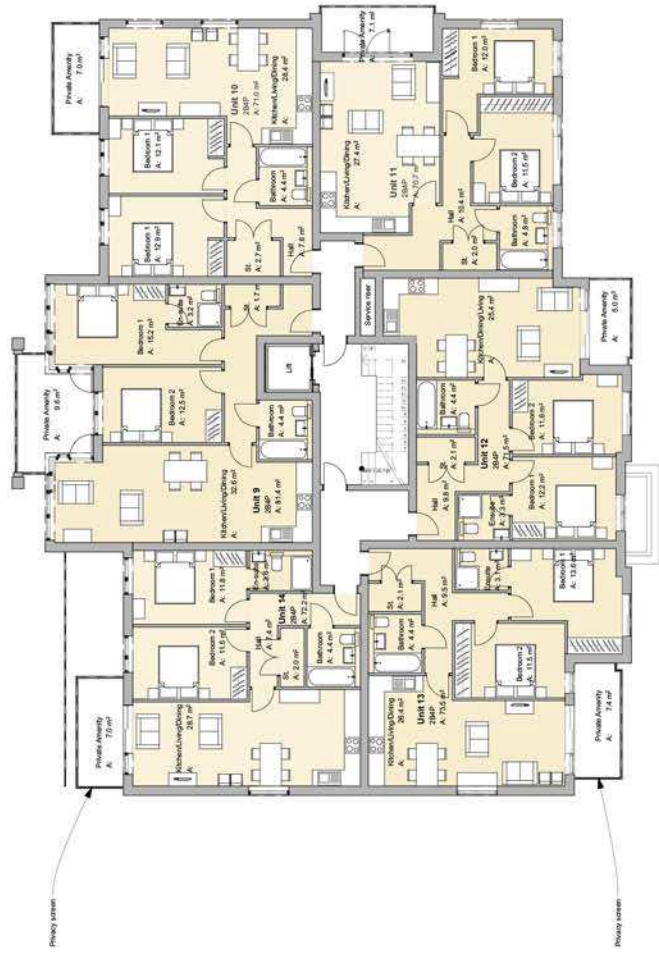
Scale	Date	Drawn	Checked
1:100 @ A1	July 16	JL	JMB

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Drawing No.	4803	3	11	D
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GENERAL NOTES
 Drawing to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drawings information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



SCALE 1:100

PLANNING

Disc.	Description	Issue	Date
01	Final Approval	01	16/07/16
02	Final Approval	02	16/07/16
03	Final Approval	03	16/07/16
04	Final Approval	04	16/07/16
05	Final Approval	05	16/07/16
06	Final Approval	06	16/07/16
07	Final Approval	07	16/07/16
08	Final Approval	08	16/07/16
09	Final Approval	09	16/07/16
10	Final Approval	10	16/07/16
11	Final Approval	11	16/07/16
12	Final Approval	12	16/07/16
13	Final Approval	13	16/07/16
14	Final Approval	14	16/07/16
15	Final Approval	15	16/07/16
16	Final Approval	16	16/07/16
17	Final Approval	17	16/07/16
18	Final Approval	18	16/07/16
19	Final Approval	19	16/07/16
20	Final Approval	20	16/07/16

Frontcastle Homes LLP
 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing:
Proposed First Floor Plan

Scale:
 1:100 @ A1
 Date:
 July '16
 Drawn:
 JF
 Checked:
 JMB

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Drawing No.
4803 | **3** | **12** | **B**
 Rev No.

GENERAL NOTES
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 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drawings information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.

SCALE 1:100



PLANNING

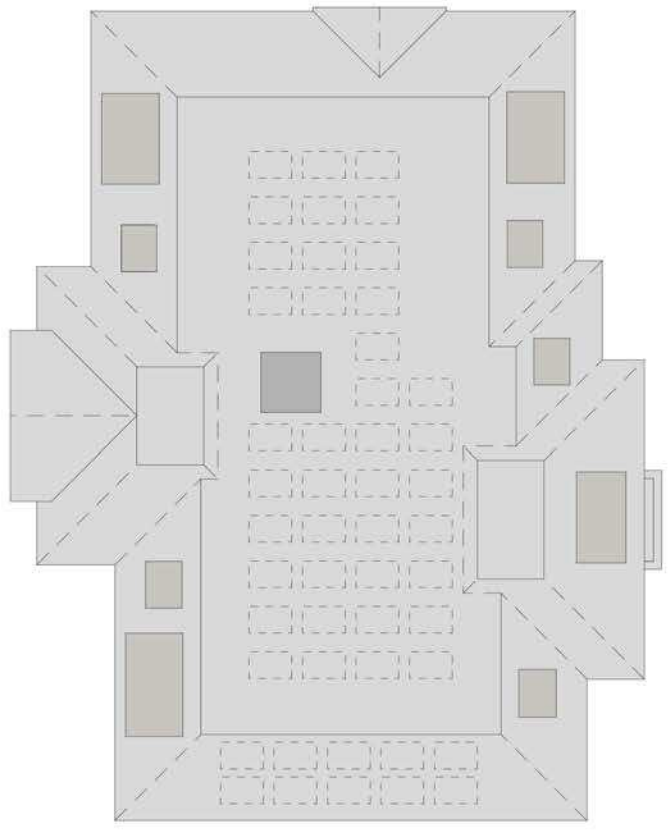
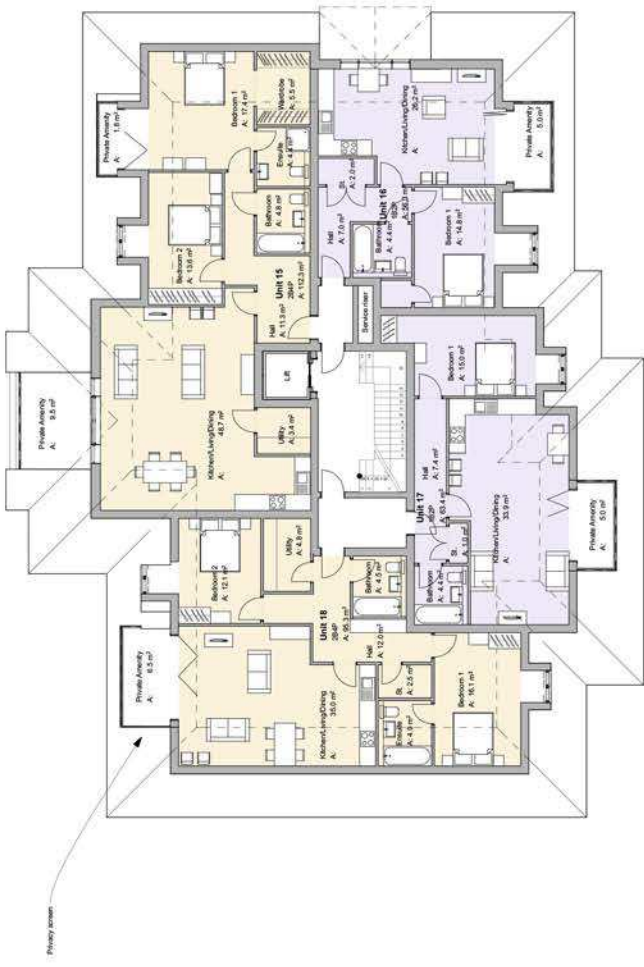
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2	Finalisation	JMB			
3	Issue for Construction	JMB			
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12	Issue for Construction	JMB			
13	Issue for Construction	JMB			
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18	Issue for Construction	JMB			
19	Issue for Construction	JMB			
20	Issue for Construction	JMB			

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 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing:
 Proposed Second Floor and Roof Plan

Scale	Date	Drawn	Checked
1:100 @ A1	July '16	JMB	JMB

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Drawing No.	Rev. No.
4803	3
13	B



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 For building services see mechanical and electrical drawings.
 All areas are approximate.

SCALE 1:100
PLANNING

No.	Part	Date	Drawn	Checked
1	For Planning	26/07/21	JL	JMB
2	For Planning	16/08/21	JL	JMB
3	For Planning	16/08/21	JL	JMB
4	For Planning	16/08/21	JL	JMB
5	For Planning	16/08/21	JL	JMB
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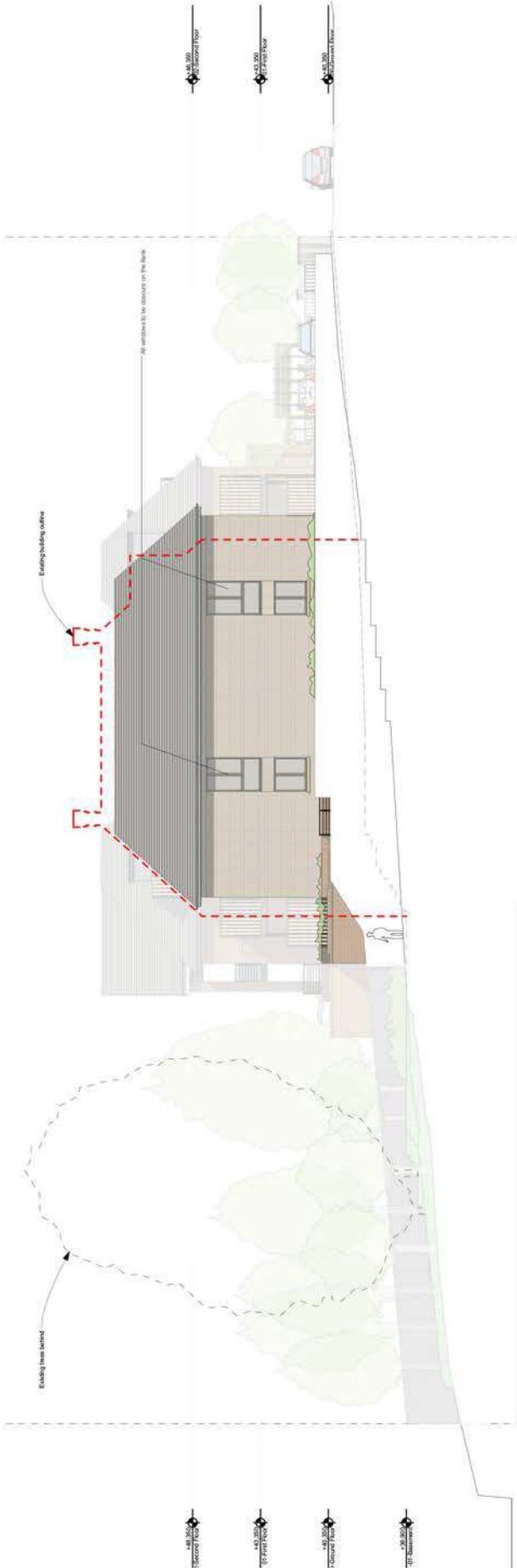
Frendcastle Homes LLP
 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing:
 Proposed Flank Elevations

Sheet	Date	Drawn	Checked
1:100 @ A1	July '16	JL	JMB

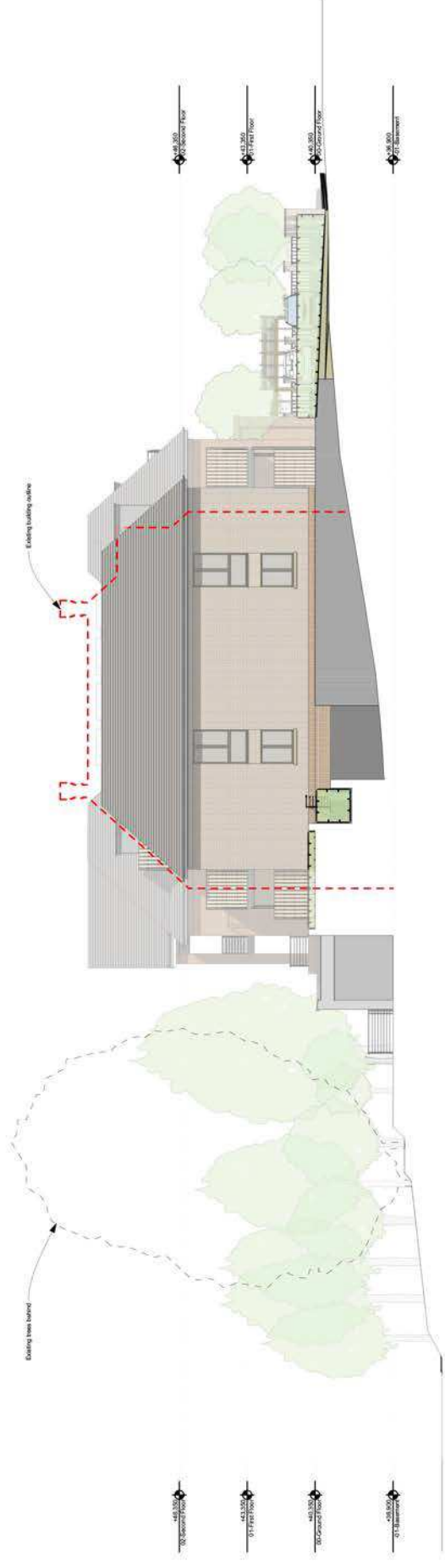
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Drawing No.	Rev. No.
4803	3
17	B



South-West Elevation



North-East Elevation



INDICATIVE

Although every effort has been made to confirm the full and size of drainage it is advisable to check these details against statutory authority records before proceeding with any design.

Although every effort has been made to confirm the location of trees shown on this drawing it is critical to design to do not accept responsibility for any errors and advise consultation with an arboriculturist.

Every effort has been made to confirm the structure within the site boundaries and we accept no responsibility for any errors beyond the visible bound.

As determined by RICS guidelines, this survey has a presentation scale of 1:100. Intermingled dimensions will be within tolerance for this and smaller scales only.
Do Not Scale From Paper Copies

FT	Additional innovations added.	24/02/2016
Rev	Notes	Date

LEGEND

When several individual elements make up a detail all levels are given in 0.00 1m High Floor

- SYMBOLS:**
- Level (Elevation)
 - Level (Floor)
 - Level (Ceiling)
 - Level (Roof)
 - Level (Slope)
 - Level (Pitch)
 - Level (Rise)
 - Level (Fall)
 - Level (Height)
 - Level (Depth)
 - Level (Width)
 - Level (Length)
 - Level (Area)
 - Level (Volume)
 - Level (Mass)
 - Level (Density)
 - Level (Pressure)
 - Level (Temperature)
 - Level (Humidity)
 - Level (Sound)
 - Level (Light)
 - Level (Air)
 - Level (Water)
 - Level (Soil)
 - Level (Rock)
 - Level (Vegetation)
 - Level (Animals)
 - Level (Humans)
 - Level (Objects)
 - Level (Structures)
 - Level (Infrastructure)
 - Level (Services)
 - Level (Utilities)
 - Level (Transport)
 - Level (Communication)
 - Level (Information)
 - Level (Energy)
 - Level (Environment)
 - Level (Ecosystem)
 - Level (Biosphere)
 - Level (Geosphere)
 - Level (Lithosphere)
 - Level (Hydrosphere)
 - Level (Atmosphere)
 - Level (Biosocial)
 - Level (Cultural)
 - Level (Economic)
 - Level (Political)
 - Level (Social)
 - Level (Technological)
 - Level (Scientific)
 - Level (Artistic)
 - Level (Religious)
 - Level (Philosophical)
 - Level (Ethical)
 - Level (Moral)
 - Level (Legal)
 - Level (Political)
 - Level (Economic)
 - Level (Social)
 - Level (Technological)
 - Level (Scientific)
 - Level (Artistic)
 - Level (Religious)
 - Level (Philosophical)
 - Level (Ethical)
 - Level (Moral)
 - Level (Legal)

- Example Level Abbreviations:**
- T 0.000 - External Ground Levels
 - + 0.000 - First Floor Levels
 - + 0.000 - Plus 0.000 Levels

ICES THE ICE ASSOCIATION

RICS THE ROYAL INSTITUTION OF CHARTERED SURVEYORS

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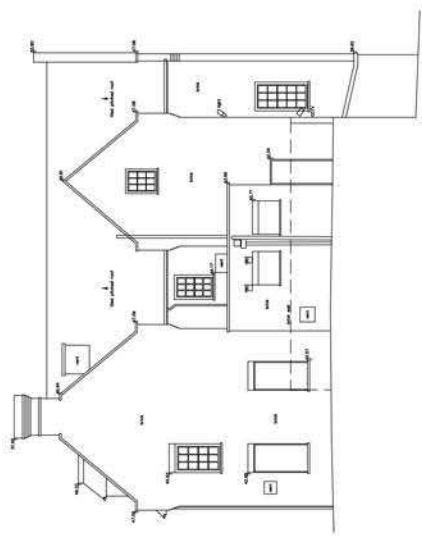
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Title: EXISTING ELEVATIONS

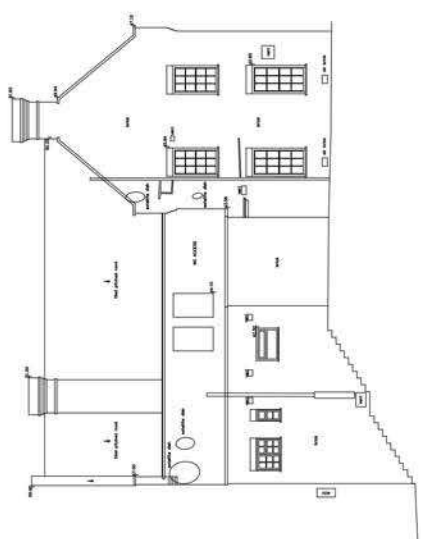
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Project No	1474482	Client No	
Revision	FT	1 of 1	
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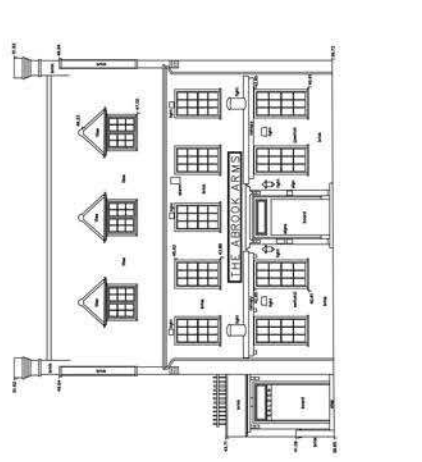
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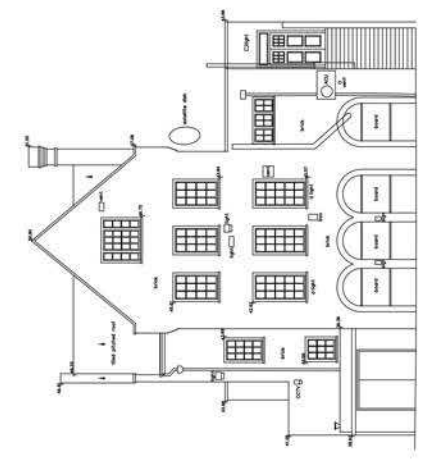
ELEVATION 2



ELEVATION 4



ELEVATION 1



ELEVATION 3

GENERAL NOTES
 Drawing to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drawings information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



SCALE 1:100
PLANNING

No.	Description	Date	By	Check
1	Final Plan	26/07/16	JL	JMB
2	Final Plan	26/07/16	JL	JMB
3	Final Plan	26/07/16	JL	JMB
4	Final Plan	26/07/16	JL	JMB
5	Final Plan	26/07/16	JL	JMB
6	Final Plan	26/07/16	JL	JMB
7	Final Plan	26/07/16	JL	JMB
8	Final Plan	26/07/16	JL	JMB
9	Final Plan	26/07/16	JL	JMB
10	Final Plan	26/07/16	JL	JMB

Frendcastle Homes LLP
 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing:
 Proposed Front Elevation

Scale: 1:100 @ A1
 Date: July '16
 Drawn: JL
 Checked: JMB

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Drawing No. 4803 | 3 | 15 | B
 Rev. No.

GENERAL NOTES
 Drawing to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drawings information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



SCALE 1:100
PLANNING

No.	Description	Date	By	Check
1	For approval	20/07/15	JL	JMB
2	For approval	20/07/15	JL	JMB
3	For approval	20/07/15	JL	JMB
4	For approval	20/07/15	JL	JMB
5	For approval	20/07/15	JL	JMB
6	For approval	20/07/15	JL	JMB
7	For approval	20/07/15	JL	JMB
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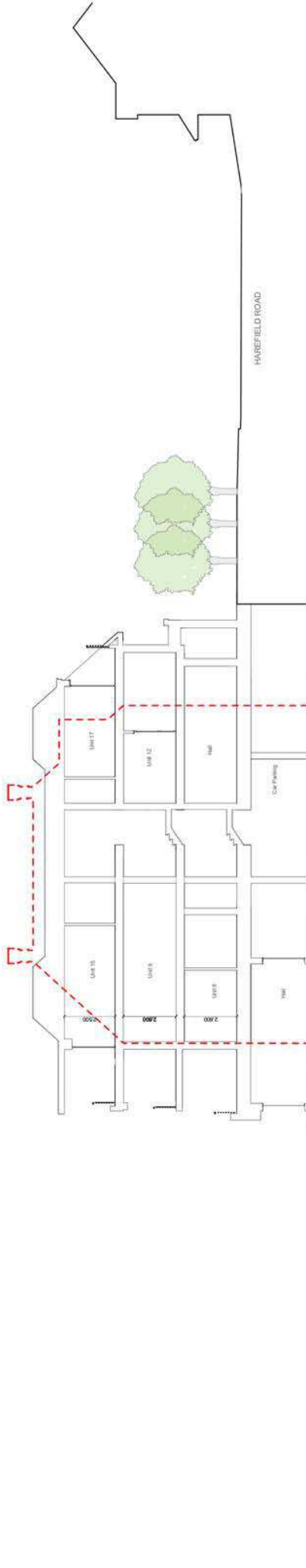
Frendcastle Homes LLP
 Project:
 Redevelopment of Abrook Arms
 191 Harfield Road
 Uxbridge
 UB8 1PW
 Drawing:
 Proposed Rear and Flank Elevation

Scale	Date	Drawn	Checked
1:100 @ A1	July '15	JL	JMB

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Drawing No.	Rev. No.
4803	3
16	B

GENERAL NOTES
 Drawings to be read in conjunction with engineers and other specialist drawings.
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 For building services see mechanical and electrical drawings.
 All areas are approximate.



SCALE 1:100

PLANNING

No.	For planning	AM20207	A	B
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I	For planning <td>AM20207 <td>A</td> <td>B</td> </td>	AM20207 <td>A</td> <td>B</td>	A	B
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 Project:
 Redevelopment of Abrook Arms
 191 Harefield Road
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 UB8 1PW
 Drawing:
Proposed cross section

Scale	Date	Drawn	Checked
1:100 @ A1	July '16	JL	JMB

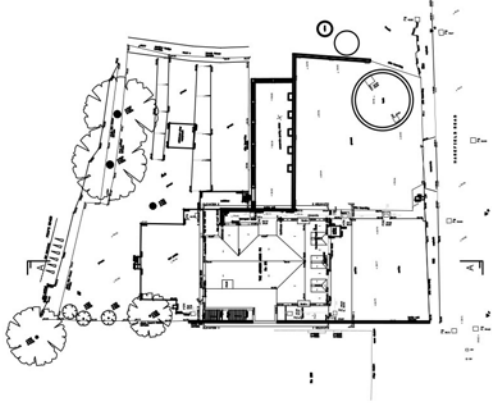
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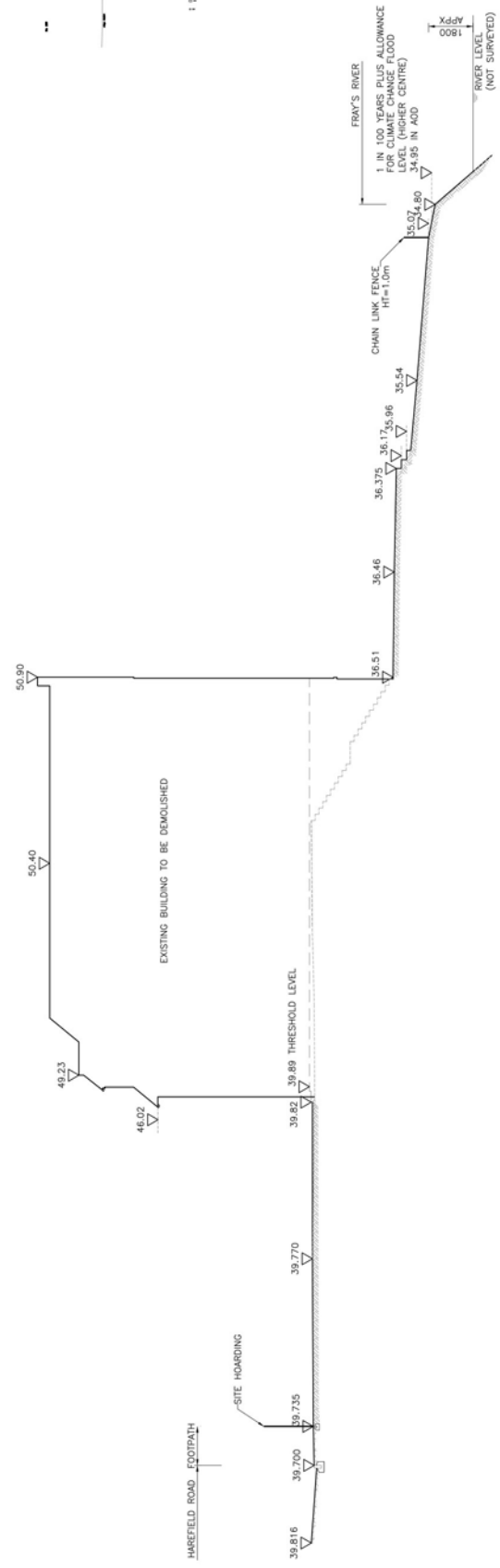
Drawing No.	Rev. No.
4803	3
18	B

NOTES

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KEY PLAN



SECTION A-A

Revision	Date	Description	MC	TB
P1	01/03/17	FIRST ISSUE		

PRELIMINARY ISSUE

Client: **FRENDCASTLE HOMES LLP**

Job: **191 HAREFIELD ROAD UXBRIDGE**

Title: **SECTION A-A AS EXISTING**

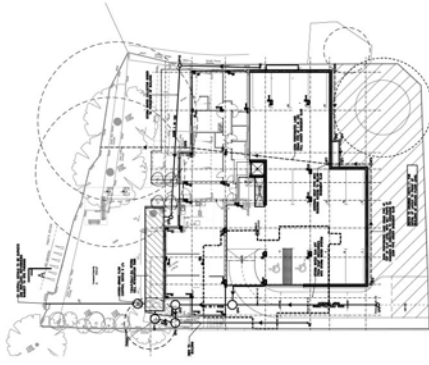
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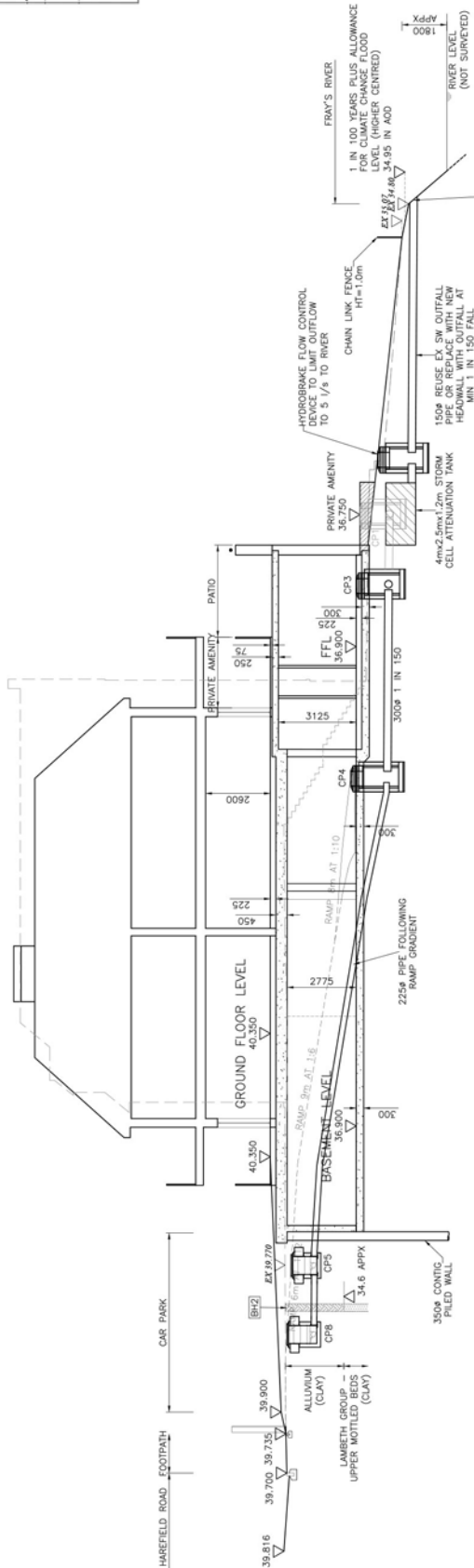
Scale	1:1000 A1	Fig No.	
Drawn	MG	16074-02	Section
Checked	TB		P1
		F188 Issue02 17.05.09	

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4. WATER BUTTS TO BE PROVIDED TO ALL RAINWATER DOWNPIPES TO ARCHITECTS DETAILS



KEY PLAN



SECTION A-A

Revision	Date	Description	MC	TB
P1	01/03/17	FIRST ISSUE		

PRELIMINARY ISSUE

Client
FRENDCASTLE HOMES LLP

Job
191 HAREFIELD ROAD
UXBRIDGE

Title
SECTION A-A AS PROPOSED




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Drawn	1:200 A3	Proj No.	
M/G	22.02.17		
Checked			
TB			

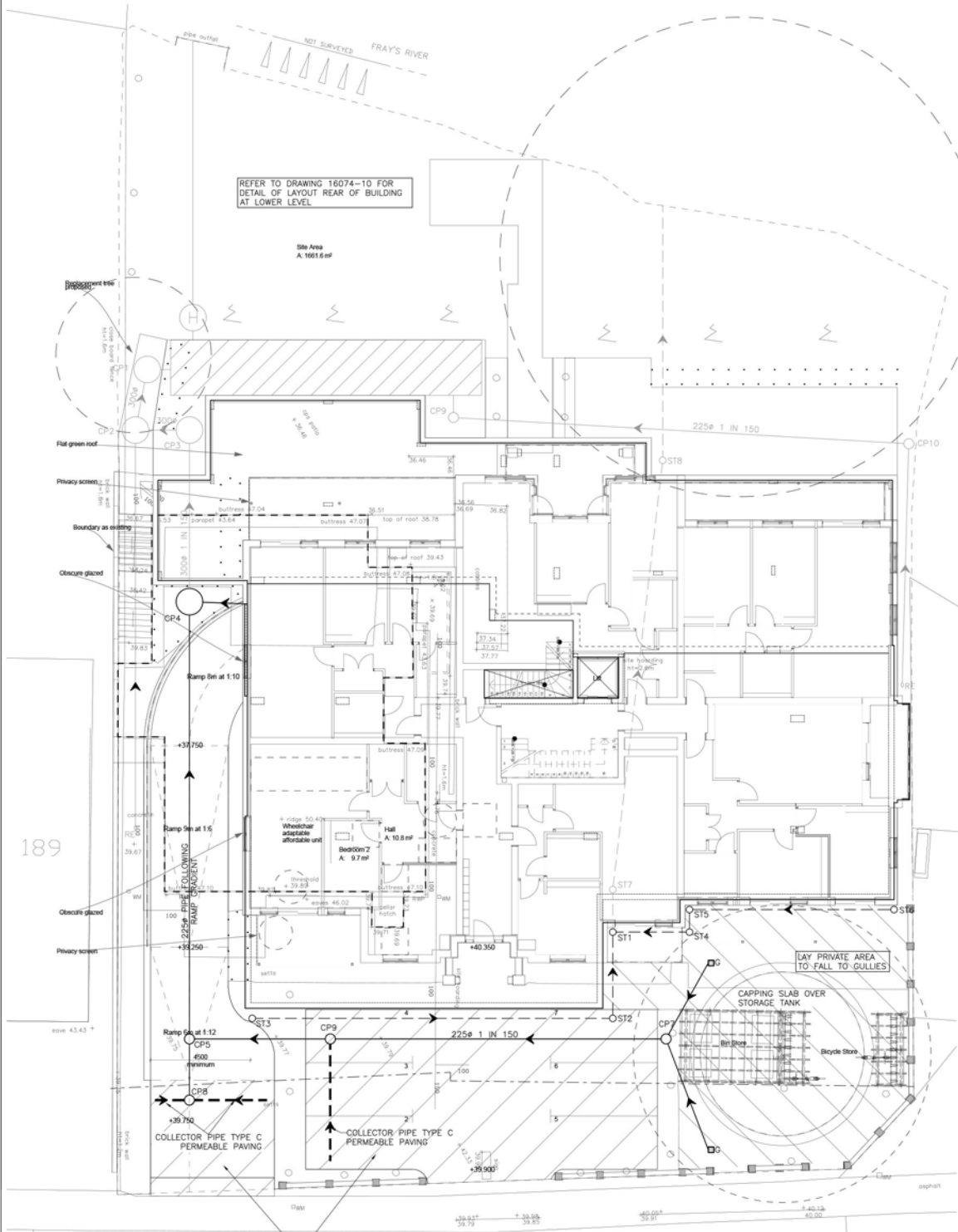
Section
16074-15
P1
F186 Issue02 17.05.09

LEGEND

-  PERMEABLE PAVING SYSTEM C NO INFILTRATION, DISCHARGING TO STORM CELL ATTENUATION TANK AT REAR
-  IMPERMEABLE SURFACE
-  DEEP TRAP GULLY TO COLLECT SILT PRIOR TO DISCHARGE TO SYSTEM

NOTES

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4. WATER BUTTS TO BE PROVIDED TO ALL RAINWATER DOWNPIPES TO ARCHITECTS DETAILS



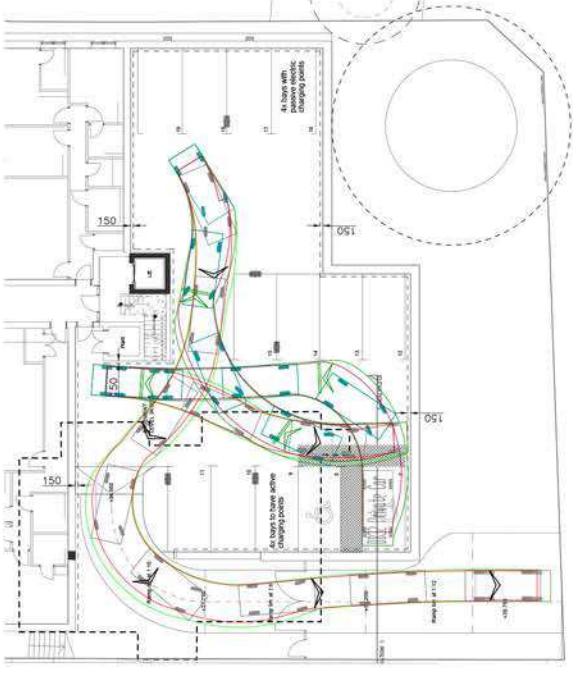
P2	01.03.17	DRAINAGE ADDED	MG	TB
Revision	Date	Description	Signed	Checked
PRELIMINARY ISSUE				
Client FRENCastle HOMES LLP				
Job 191 HAREFIELD ROAD UXBRIDGE				
Title GROUND FLOOR GA (STORM DRAINAGE)				
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Scale	1:100 A1	Dwg No.	Revision	
Drawn	ML	1:200 A3	P2	
Checked	09.09.16	16074-11		
TB		F186 issue02 17.05.09		

NOTES

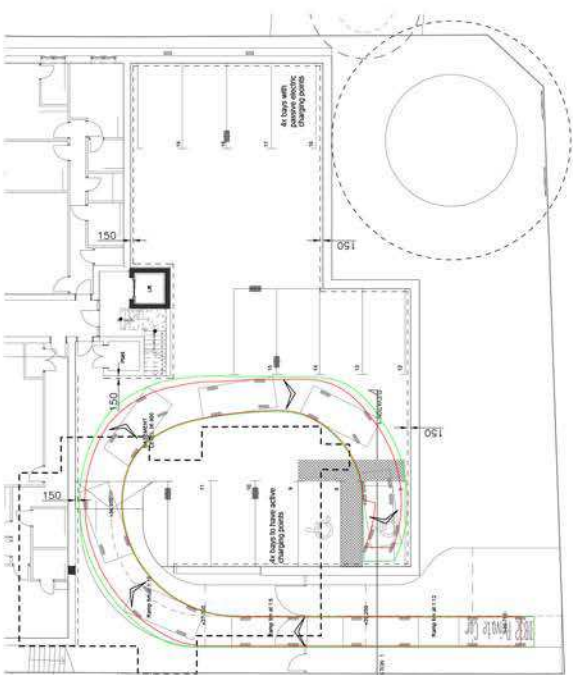
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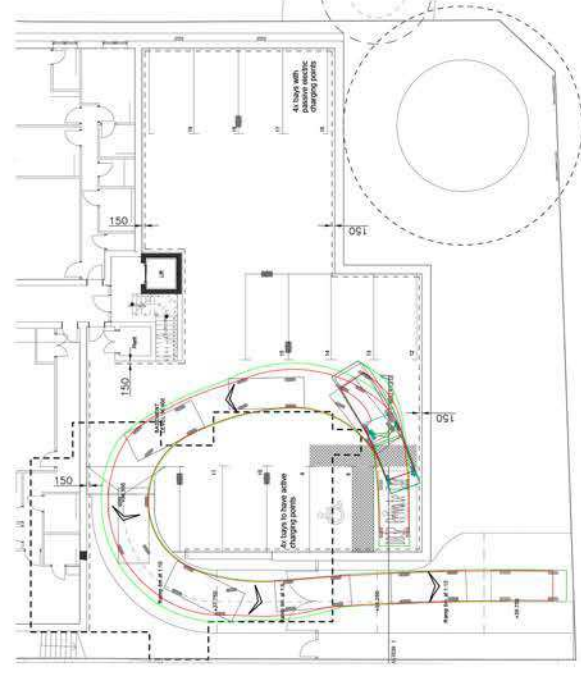
DB32 Private Car
 Overall Length 4.225m
 Overall Width 1.750m
 Max Body Height 1.525m
 Max Track Width 1.525m
 Wheel to Kerb Turning Radius 5.180m



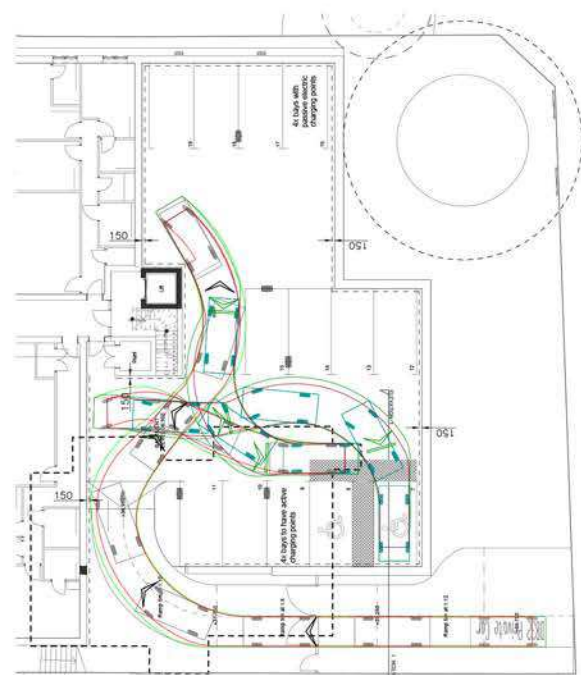
DB32 CAR OUT REVERSE
 SCALE 1:150



DB32 CAR IN FORWARD
 SCALE 1:150



DB32 CAR OUT FORWARD
 SCALE 1:150



DB32 CAR IN REVERSE
 SCALE 1:150

Revision	Date	Description	Scale	Drawn
P2	31.08.17	LATEST BASEMENT LAYOUT ADDED	M/G	TB
P1	31.08.15	FIRST ISSUE	M/G	TB

STATUS: PRELIMINARY ISSUE

Client: FRENDCASTLE HOMES LLP
Job: 191 HAREFIELD ROAD UXBRIDGE

Title: CAR PARK TRACKING
 SHEET 1 OF 4

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Scale	1:150 A3	Drawn	TB
Drawn	M/G	31.08.16	16074-TR01
Checked	TB		P2
Issue			P1

F118 Issue 02 17.05.09

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DB32 Private Car

Overall Length	4.223m
Wheelbase	1.750m
Overall Width	1.750m
Wheel Height	1.330m
Max Track Width	1.620m
Kerb to Kerb Turning Radius	5.781m

Revision	Date	Description	Speed	Drawn
P2	31.05.17	LATEST BASEMENT LAYOUT ADDED	MG	TB
P1	31.08.15	FIRST ISSUE	MG	TB

STATUS: **PRELIMINARY ISSUE**

Client: **FRENCASTLE HOMES LLP**

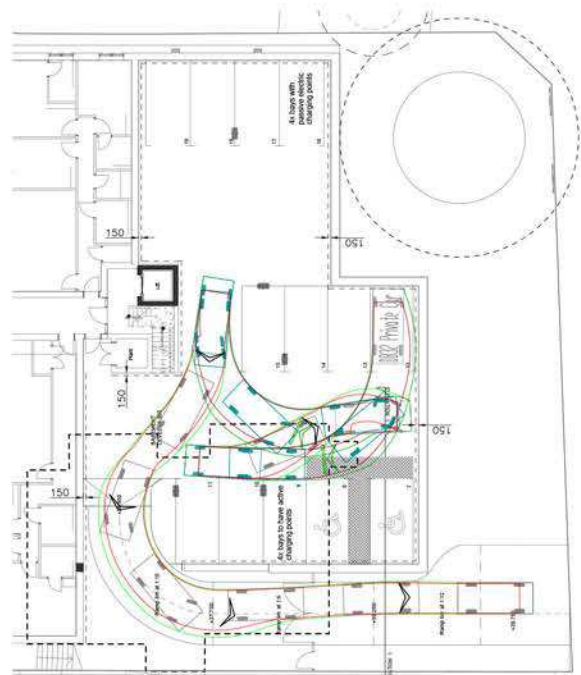
Job: **191 HAREFIELD ROAD UXBRIDGE**

Title: **CAR PARK TRACKING SHEET 2 OF 4**

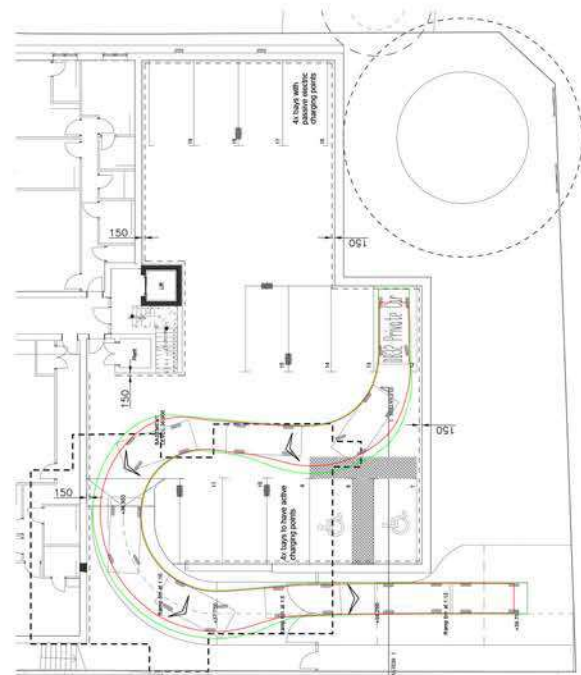
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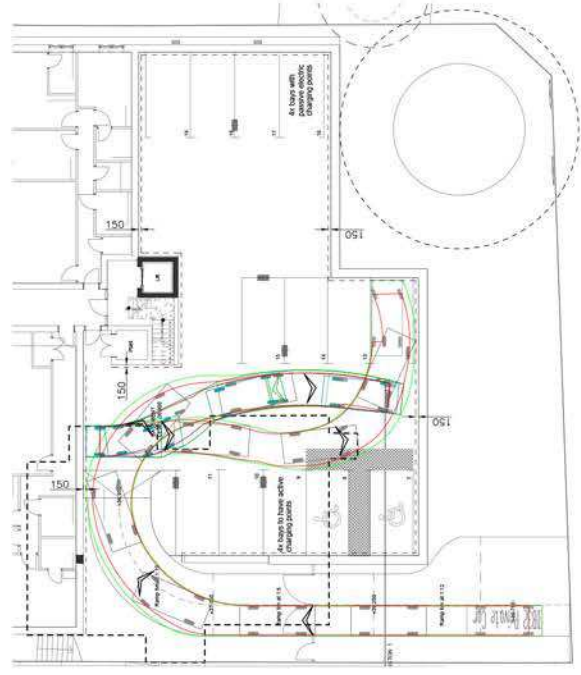
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 Date: 31.08.15
 Project: 16074-TR02
 Sheet: 2 of 4
 P2
 P188 Issue 02 17.05.09



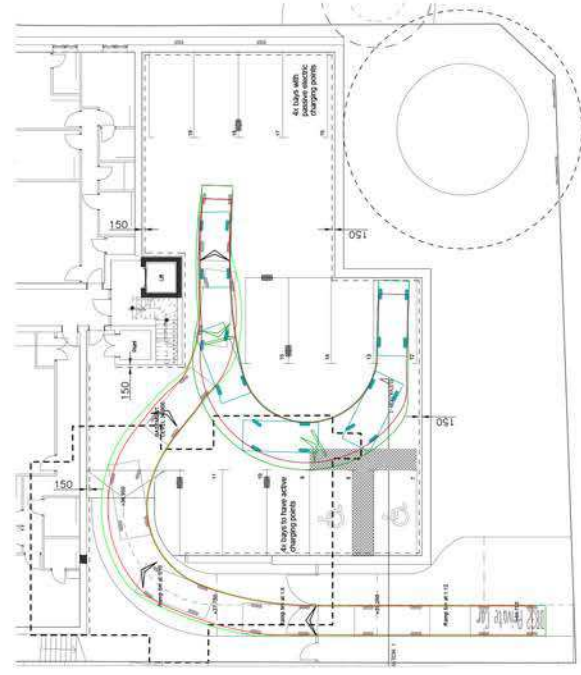
DB32 CAR OUT REVERSE
SCALE 1:150



DB32 CAR OUT FORWARD
SCALE 1:150



DB32 CAR IN FORWARD
SCALE 1:150



DB32 CAR IN REVERSE
SCALE 1:150

NOTES

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DB32 Private Car
 Overall Length 4.222m
 Wheelbase 1.750m
 Overall Width 1.450m
 Max Body Height 1.330m
 Max Track Width 1.650m
 Kerb to Kerb Turning Radius 5.180m

Revision	Date	Description	By	Checked
P2	31.08.17	LATEST BASEMENT LAYOUT ADDED	MG	TB
P1	31.08.15	FIRST ISSUE	MG	TB

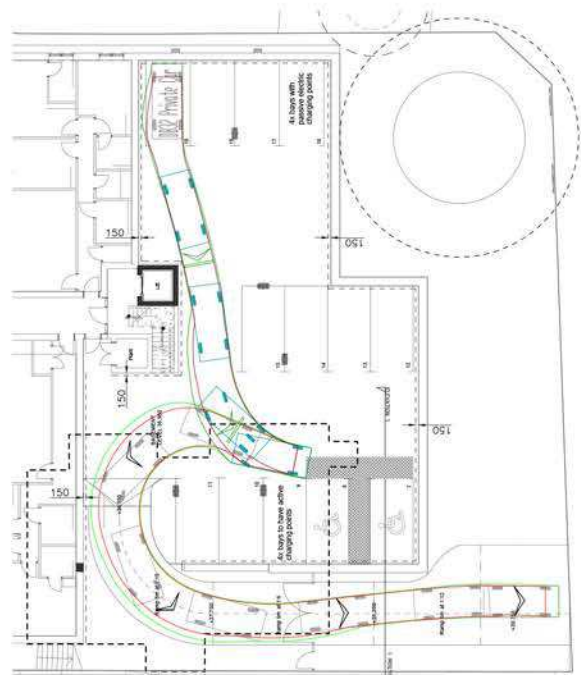
STATUS: PRELIMINARY ISSUE

Client: FRENDCASTLE HOMES LLP
 Job: 191 HAREFIELD ROAD UXBRIDGE
 Title: CAR PARK TRACKING SHEET 3 OF 4

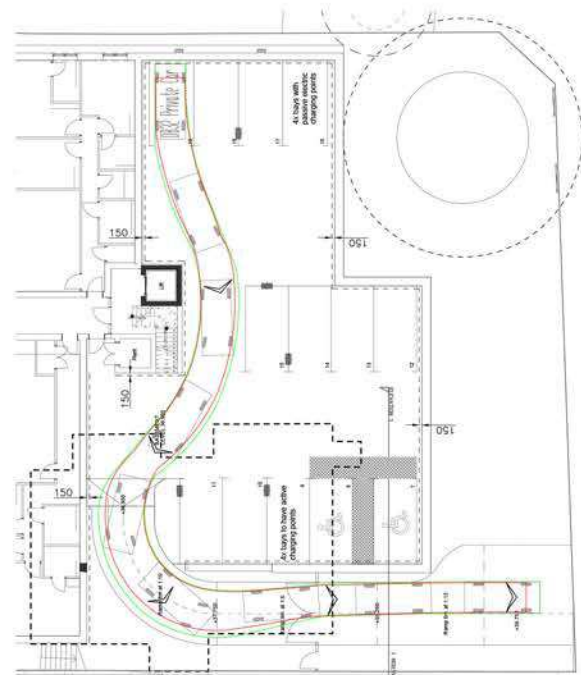
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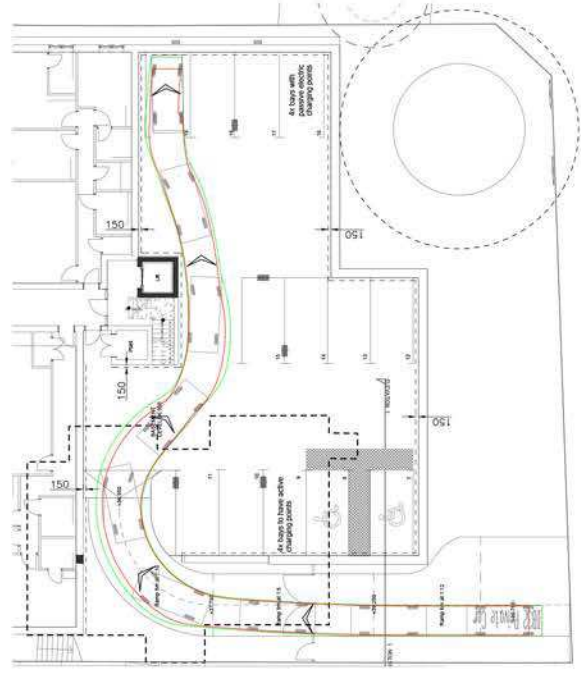
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 Date: 31.08.16
 Project: 16074-TR03
 Issue: P2
 Date: 17.05.09



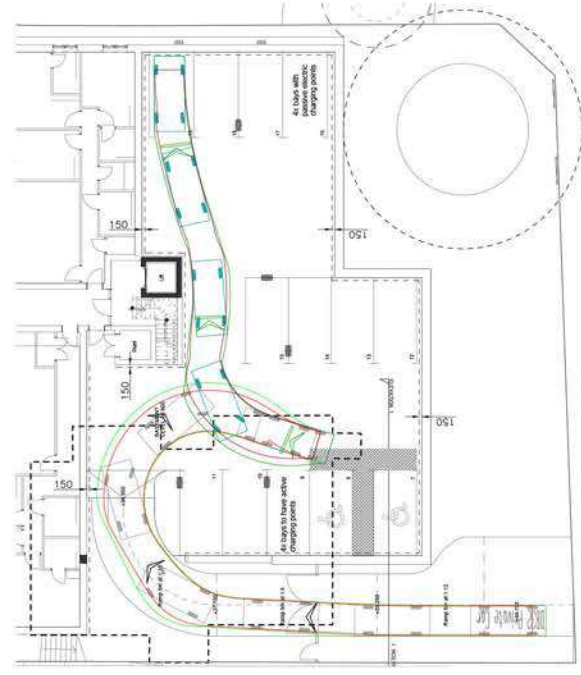
DB32 CAR OUT REVERSE
 SCALE 1:150



DB32 CAR OUT FORWARD
 SCALE 1:150



DB32 CAR IN FORWARD
 SCALE 1:150



DB32 CAR IN REVERSE
 SCALE 1:150

NOTES

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DB32 Private Car
 Overall Length 4.220m
 Overall Width 1.750m
 Max Body Height 1.330m
 Max Track Width 1.620m
 Kerb to Kerb Turning Radius 5.780m

Revision	Date	Description	Scale	Drawn
P2	31.05.17	LATEST BASEMENT LAYOUT ADDED	MG TB	
P1	31.08.15	FIRST ISSUE	MG TB	

STATUS: **PRELIMINARY ISSUE**

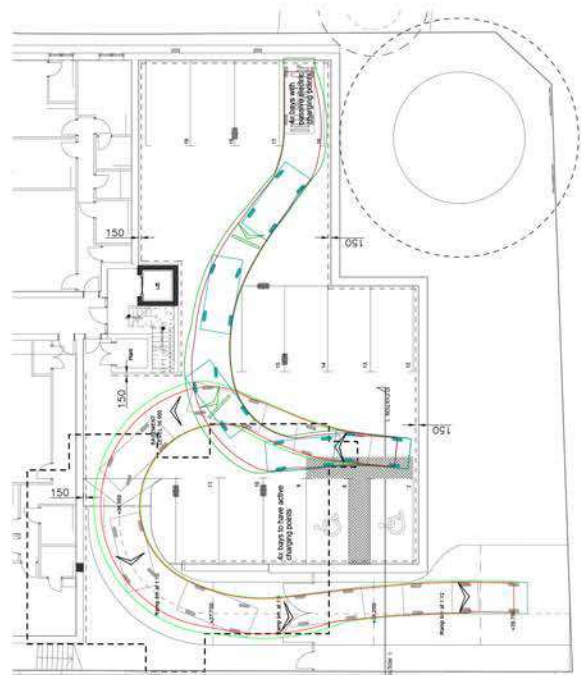
Client: FRENDCASTLE HOMES LLP
 Job: 191 HAREFIELD ROAD UXBRIDGE

Title: CAR PARK TRACKING
 SHEET 4 OF 4

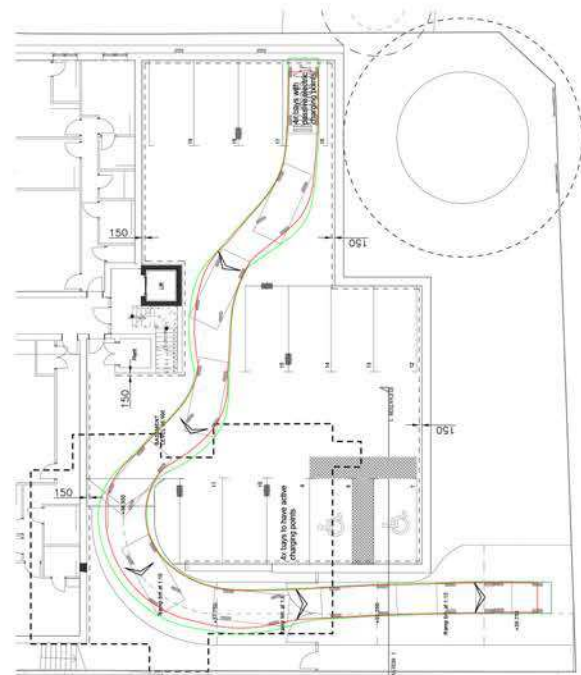
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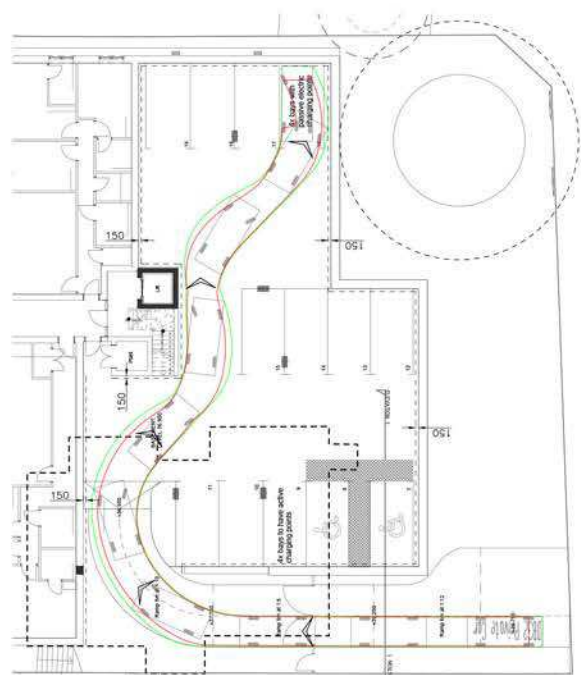
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 Project: 16074-TR04
 Issue: P2
 Date: 17.05.09



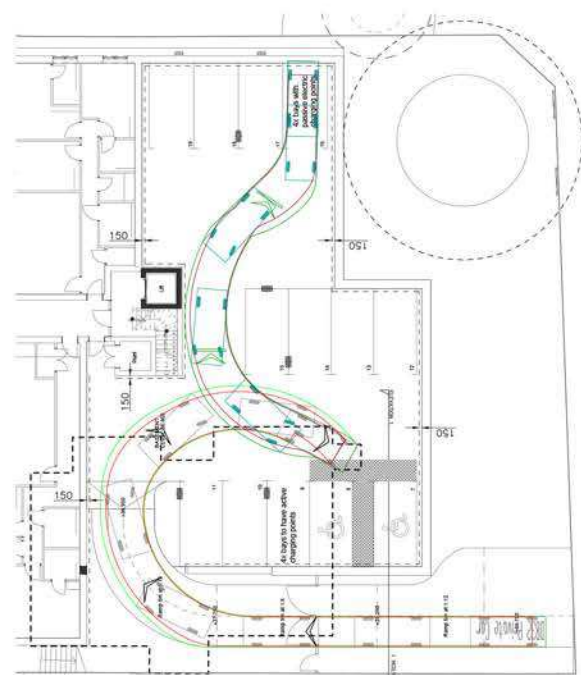
DB32 CAR OUT REVERSE
 SCALE 1:150



DB32 CAR OUT FORWARD
 SCALE 1:150



DB32 CAR IN FORWARD
 SCALE 1:150



DB32 CAR IN REVERSE
 SCALE 1:150

NOTES

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DB32 Private Car
 Overall Length 4.222m
 Wheelbase 1.750m
 Overall Width 1.750m
 Overall Height 1.750m
 Max Body Ground Clearance 1.330m
 Max Track Width 1.620m
 Kerb to Kerb Turning Radius 1.500m

Revision	Date	Description	MC	TB
P1	31.05.17	FIRST ISSUE		

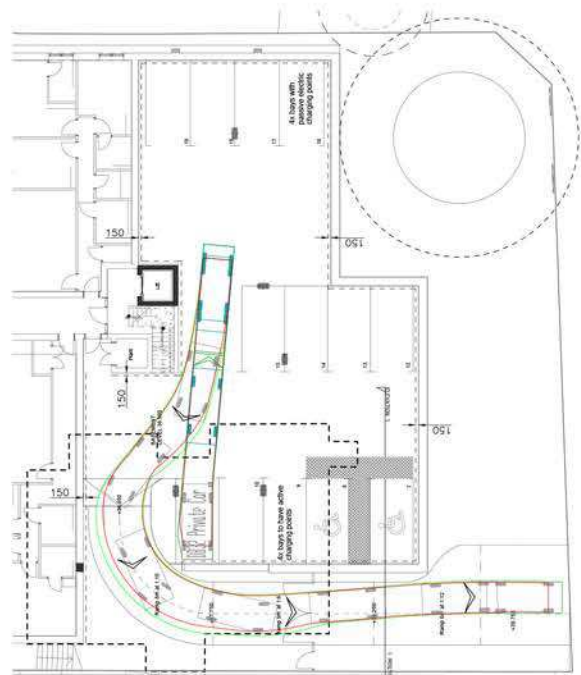
PRELIMINARY ISSUE

Client: FRENDCASTLE HOMES LLP
 Job: 191 HAREFIELD ROAD UXBRIDGE
 Title: CAR PARK TRACKING SHEET 5

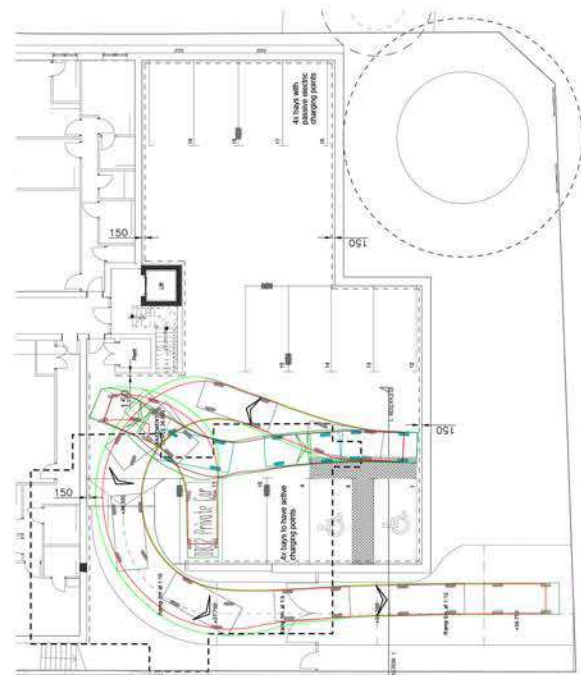
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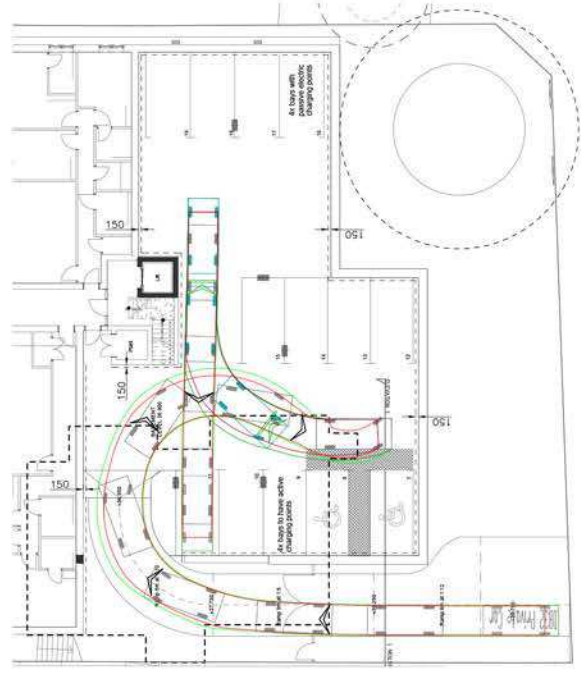
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 MG: 31.05.17
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 P18 Issue 02 17.05.09



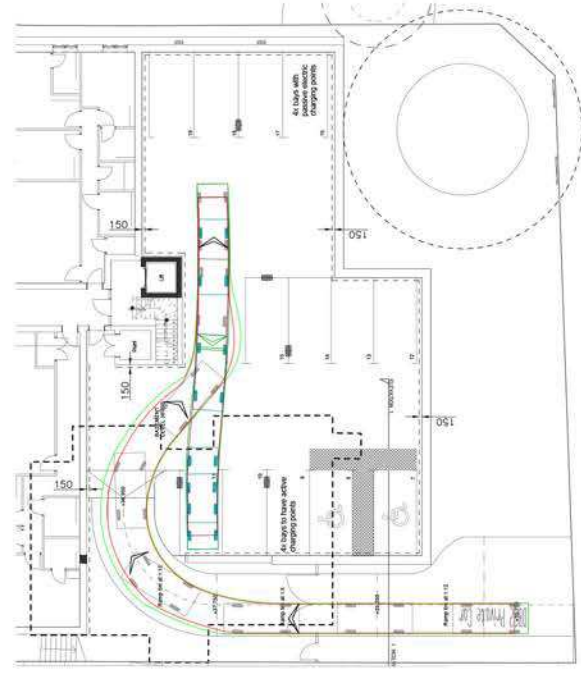
DB32 CAR OUT REVERSE
 SCALE 1:150



DB32 CAR OUT FORWARD
 SCALE 1:150



DB32 CAR IN FORWARD
 SCALE 1:150



DB32 CAR IN REVERSE
 SCALE 1:150



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	15/12/2011
2	ISSUED FOR PERMITS	15/12/2011
3	ISSUED FOR PERMITS	15/12/2011
4	ISSUED FOR PERMITS	15/12/2011
5	ISSUED FOR PERMITS	15/12/2011
6	ISSUED FOR PERMITS	15/12/2011

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LEGEND

Symbol	Description
(Symbol)	Level
(Symbol)	Spot Height
(Symbol)	Boundary
(Symbol)	Structure
(Symbol)	Vegetation
(Symbol)	Water
(Symbol)	Other

CLIENT
THE ABBROOK ARMS PH
UXBRIDGE, UB8 1PW

PROJECT
EXISTING TOPOGRAPHICAL SURVEY

DATE
15/12/2011

SCALE
1:100

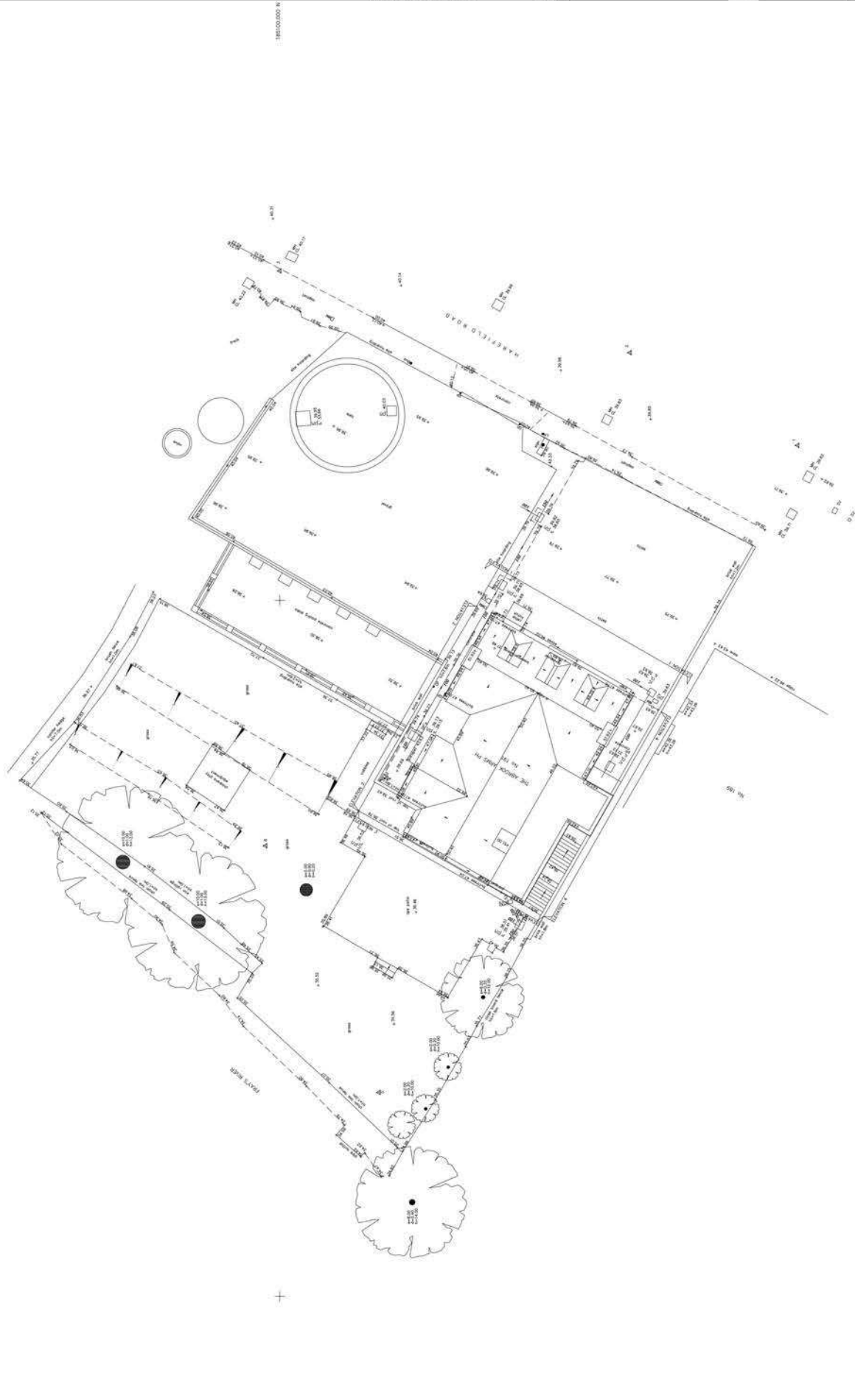
PROJECT NO.
20090704

CLIENT NO.
20090704

SWP SURVEYS
 25, BRISTOL ROAD, BRISTOL, AVON, BS1 2BE
 TEL: 0117 927 0000 FAX: 0117 927 0001
 WWW.SWP-SURVEYS.COM

Project No. 20090704
Client No. 20090704
Scale 1:100
Date 15/12/2011

Author [Name]
Checked [Name]
Drawn [Name]



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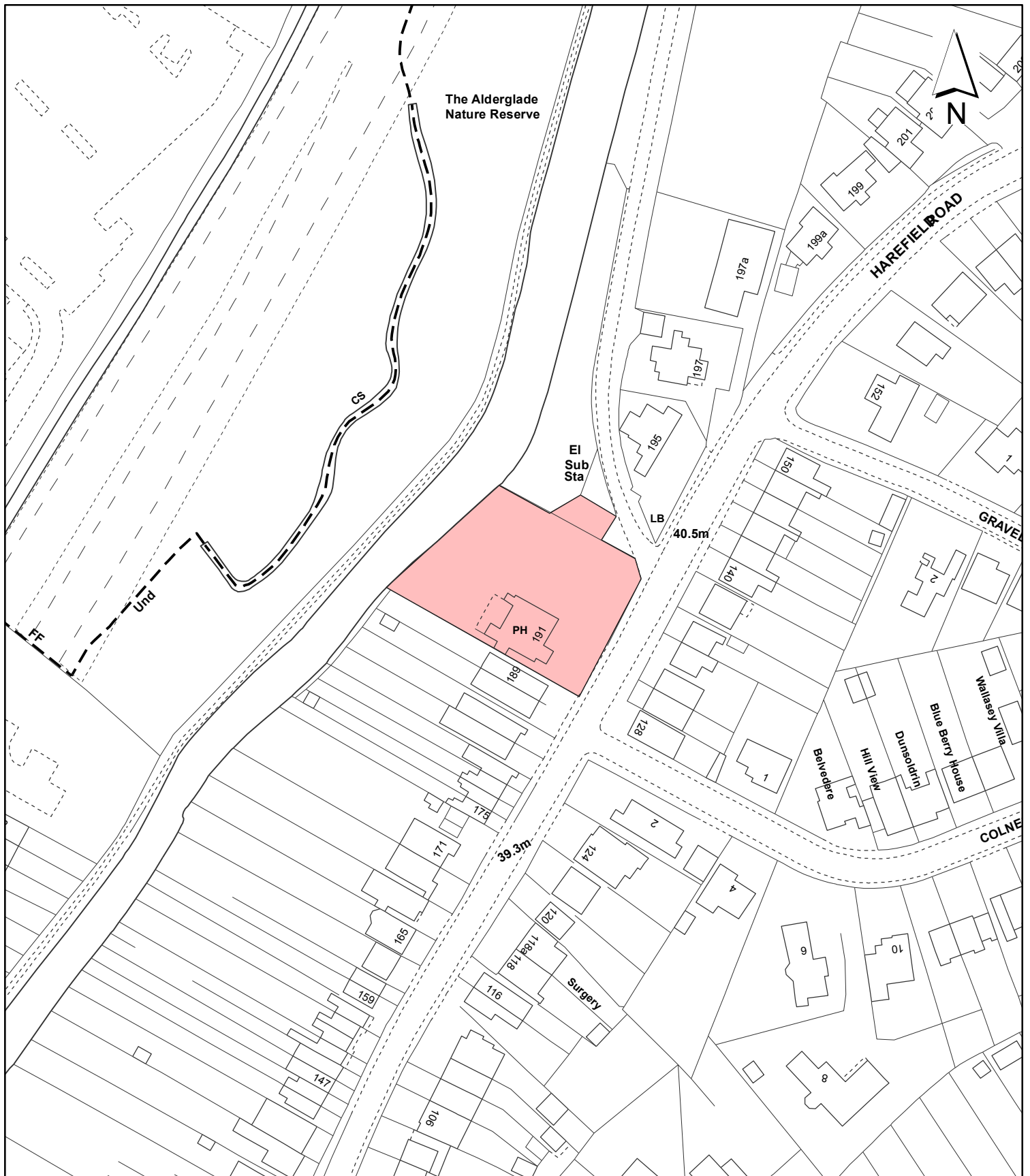
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 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
18505/APP/2016/3534

Scale:
1:1,250

Planning Committee:
Major Page 132

Date:
October 2017



HILLINGDON
 LONDON