



HILLINGDON  
LONDON



# Major Applications Planning Committee

**Date:** WEDNESDAY 15  
NOVEMBER 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:** Tuesday 7 November 2017

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

*Putting our residents first*

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London Borough of Hillingdon,  
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[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

# Useful information for residents and visitors

## *Watching & recording this meeting*

You can watch the public (Part 1) part of this meeting on the Council's YouTube channel, live or archived after the meeting. Residents and the media are also welcome to attend in person, and if they wish, report on the public part of the meeting. Any individual or organisation may record or film proceedings as long as it does not disrupt proceedings.

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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.

## *Travel and parking*

Bus routes 427, U1, U3, U4 and U7 all stop at the Civic Centre. Uxbridge underground station, with the Piccadilly and Metropolitan lines, is a short way away. Limited parking is available at the Civic Centre. For details on availability and how to book parking space, please contact Democratic Service. Please enter from the Council's main reception where you will be directed to the Committee Room.

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# A useful guide for those attending Planning Committee meetings

## Security and Safety information

**Fire Alarm** - If there is a FIRE in the building the fire alarm will sound continuously. If there is a SECURITY INCIDENT follow the instructions issued via the tannoy, a Fire Marshall or a Security Officer.

**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;

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.

4. The Committee may ask questions of the

# Agenda

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## 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 - 8
- 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	51 Belmont Road - 34151/APP/2017/3332	Uxbridge North	Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)  <b>Recommendation: Approval</b>	9 - 20  74 - 90
7	Abrook Arms 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.  <b>Recommendation: Approval</b>	21 - 72  91 - 118

## PART I - Plans for Major Applications Planning Committee 73 - 118

# Agenda Item 3

## Minutes



HILLINGDON  
LONDON

MAJOR Applications Planning Committee

25 October 2017

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon, Janet Duncan, Henry Higgins, John Morgan, John Oswell, David Yarrow and Raymond Graham (In place of Brian Stead)</p> <p><b>LBH Officers Present:</b> Meghji Hirani (Planning Contracts &amp; Planning Information), Edward Oteng (Major Applications Manager) and James McLean Smith (Major Planning Applications officer), Roisin Hogan (Planning Lawyer) and Neil Fraser (Democratic Services Officer)</p>
63.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Stead. Councillor Graham was present as his substitute.</p>
64.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
65.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meetings held on 11 May, 30 May, 13 July and 3 October 2017 be approved as a correct record.</p>
66.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
67.	<p><b>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</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part I, and would therefore be considered in public.</p>
68.	<p><b>RUISLIP BOWLS CLUB - 45220/APP/2017/3028</b> (<i>Agenda Item 6</i>)</p> <p><b>Single-storey extension to eastern elevation of club pavilion. Removal of 2 No. existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace.</b></p>

**Revisions to existing fenestrations and access arrangements.**

Officers introduced the report, and highlighted the addendum. Members were informed that the application had been referred to the Planning Committee for determination as it was Council owned land.

The proposed extension was considered to enhance to the existing use of the current sporting facility, and would not compromise the setting of nearby Listed Buildings or the status of the nearby Scheduled Monument. The character and appearance of the surrounding Conservation Area would be preserved. As the application was in a small, self-contained site, it was not considered to have an adverse impact on nearby residential amenities. The application was therefore recommended for approval.

Members sought clarity on whether there was provision for surveying, should this be required following excavation of the site. It was confirmed that Condition 9 set out provision for investigations, should any excavation result in archaeological interest.

Members highlighted the need for disabled access to the site. It was confirmed that access via ramp was included, but not shown on the plans. It was also confirmed that the dining room was for use by members of the local club.

Members moved the officer's recommendation, which was seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be approved.**

69. **ABROOK ARMS PH, HAREFIELD ROAD - 18505/APP/2016/3534** (*Agenda Item 7*)

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

Officers introduced the report, and confirmed that the item had been deferred from the previous meeting to allow for a Member site visit, which had taken place on Friday 20 October. The addendum was highlighted, and Members were advised of a proposed addition to the Heads of Term to prevent future occupants applying for car parking permits. It was confirmed that the Committee's concerns over limited views from windows at the rear of the property had been allayed, following the removal of obscuring trees.

Officers confirmed that the proposed development would be of similar height to the existing properties, and would not result in a significant loss of residential amenity or parking provision. The application was therefore recommended for approval.

Members sought clarity on whether the view from the basement windows was obscured by hedging/fencing. Officers confirmed that this was not the case, though some Members felt this was unclear from the available plans. Members sought to view an up-to-date basement plan.

In addition, Members confirmed that, at the site visit, the Head of Planning had referred to revisions to the plans. Officers confirmed that the revisions to the plans were minor, and therefore not considered to be material amendments, however it was noted that details of these revisions were not present on the addendum. It was also highlighted that in light of the revisions to the plans, Condition 2 contained incorrect plan numbers and would need amending.

Members requested that they be provided with the revised plans, before making any decision. In addition, Members sought further information regarding the proposed provision of refuse bins, access arrangements for refuse vehicles, and cycle storage.

In light of the above requests for further information, it was moved that the item be deferred to a future Planning Committee meeting to allow officers to provide the amended plans, correct Condition 2, confirm the room layouts and clarify the position on outlook from the basement windows. This was seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be deferred.**

70. **LAND OPPOSITE 59/60 HILLINGDON ROAD - 73182/ADV/2017/97** (*Agenda Item 8*)

**Advertisement consent for 4 no. freestanding billboards (approximately 6m x 3m) with associated lighting.**

Officers introduced the report, and confirmed that the location of the proposed advertising hoarding was adjacent to Hillingdon Road (A4020), the site of the former highway and pedestrian access to the RAF Uxbridge site that was now being re-developed as St Andrews Park. Former access to the site was now closed, though double metal gates and brick pillars had been retained and the pavement reinstalled.

The application was seeking consent for the installation of four free-standing billboards, approximately 6m wide and 3m high, positioned on a 1m high base and externally lit from above with strip lighting. Illumination would be static, with a maximum luminance of 800 cd/m. It was considered that the application would have no effect on neighbouring residential amenity, or public safety, and it was therefore recommended that the application be approved.

Members were concerned that the application was not in keeping with the local street scene, and would be detrimental to public safety due to the potential to distract drivers. In addition, while accepting that the nature of the development on the former RAF site to the rear was unknown, there was potential that the future development would be adversely affected by the billboards. With this in mind, Members raised the potential for the planting of trees to shield the billboards from the view of the development at the rear, and sought further information regarding the feasibility of retaining the access road to provide emergency vehicles with access to the site.

The legal officer advised Members that advertisement applications were subject to light touch regime and they could only consider matters of public safety and amenity. Officers advised that the Council's Highways officer had deemed the application acceptable, and had no concerns over public safety. With regard to access, the original access road was now redundant following the construction of a new access road approximately 80m to the east.

It was moved that the application be deferred until further information regarding the impact of the erection of the billboards on the development to the rear of the site was made available. This was seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be deferred.**

71.	<p><b>WESTCOMBE HOUSE, 36-38 WINDSOR STREET - 13544/APP/2017/3388</b> (<i>Agenda Item 9</i>)</p> <p><b>Prior Approval Application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3).</b></p> <p>Officers introduced the report and reminded the Committee of the factors to be considered when determining such applications, namely:</p> <ul style="list-style-type: none"> <li>(a) Transport and Highways impacts;</li> <li>(b) Contamination risks on site;</li> <li>(c) Flooding risks on site; and</li> <li>(d) Impact of noise from commercial premises on the intended occupiers of the development.</li> </ul> <p>Officers highlighted the addendum, which set out the amendments to the report and recommendations.</p> <p>The Committee was advised that the building included on the plans was a locally listed building and not a statutory listed building. Eight car parking spaces were included within the proposal, conditioned to ensure that the spaces were allocated to each specific residential unit. Proposed amendments to the S106 agreement would prevent future applications for parking permits, and additional conditions set out the required sound insulation, to prevent sound from nearby pubs and restaurants from adversely affecting the occupiers.</p> <p>With the above in mind, the officer recommended that the application be approved, subject to the conditions as set out in the report and addendum. This recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
72.	<p><b>ARMSTRONG HOUSE - 36573/APP/2017/3389</b> (<i>Agenda Item 10</i>)</p> <p><b>Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 132 residential units (Use Class C3).</b></p> <p>Officers introduced the report and reminded the Committee of the factors to be considered when determining such applications, as outlined earlier in the meeting. The addendum was highlighted.</p> <p>The Committee was informed that the application was the first of three applications relating to Armstrong House. Officers confirmed that the plans included within the agenda pack showed the unit in the wrong place. This was corrected via the plans displayed within the officer's presentation.</p> <p>The site was located in the town centre, with good links to public transport. As such, this was a zero car development. Cycle spaces were included, located within the basement. The proposed S106 agreement would prohibit future applications for parking permits, and also detailed the required public realm contributions.</p> <p>The application was confirmed to be outside the flood zone and was not on contaminated land. A condition, detailed within the report, was recommended which would secure appropriate insulation to prevent undue commercial noise.</p>



	<p>With the above in mind, the officer recommended that the application be approved, subject to the conditions as set out in the report and addendum. This recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
73.	<p><b>ARMSTRONG HOUSE - 36573/APP/2017/3390</b> (<i>Agenda Item 11</i>)</p> <p><b>Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 90 residential units (Use Class C3)</b></p> <p>Officers highlighted that the application was the second of three applications regarding Armstrong House, and confirmed that the pertinent details of the application had been set out earlier in the meeting.</p> <p>With the above in mind, the officer recommended that the application be approved, subject to the conditions as set out in the report and addendum. This recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
74.	<p><b>ARMSTRONG HOUSE - 36573/APP/2017/3391</b> (<i>Agenda Item 12</i>)</p> <p><b>Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 103 residential units (Use Class C3).</b></p> <p>Officers highlighted that the application was the third of three applications regarding Armstrong House, and confirmed that the pertinent details of the application had been set out earlier in the meeting.</p> <p>With the above in mind, the officer recommended that the application be approved, subject to the conditions as set out in the report and addendum. This recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
75.	<p><b>BRIDGE HOUSE - 40050/APP/2017/3358</b> (<i>Agenda Item 13</i>)</p> <p><b>Prior Approval Application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.</b></p> <p>Officers introduced the report and reminded the Committee of the factors to be considered when determining such applications, as outlined earlier in the meeting. The addendum was highlighted. Officers recommended that the application be approved, subject to the conditions as set out in the report and addendum.</p> <p>It was highlighted that Condition 1, which detailed the number of car parking spaces on site, was incorrect. The officer's recommendation was moved, subject to the amendment of Condition 1. This was seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved, subject to amendment of</b></p>

	<b>Condition 1.</b>
76.	<p><b>RIVERVIEW - 40050/APP/2017/3357</b> (<i>Agenda Item 14</i>)</p> <p><b>Prior Approval Application for the change of use of Riverview from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.</b></p> <p>Officers introduced the report and reminded the Committee of the factors to be considered when determining such applications, as outlined earlier in the meeting. The addendum was highlighted. Officers recommended that the application be approved, subject to the conditions as set out in the report and addendum.</p> <p>It was highlighted that Condition 1, which detailed the number of car parking spaces on site, was incorrect. The officer's recommendation was moved, subject to the amendment of Condition 1. This was seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved, subject to amendment of Condition 1.</b></p>
77.	<p><b>WATERSIDE - 40050/APP/2017/3356</b> (<i>Agenda Item 15</i>)</p> <p><b>Prior Approval Application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage.</b></p> <p>Officers introduced the report and reminded the Committee of the factors to be considered when determining such applications, as outlined earlier in the meeting. The addendum was highlighted. Officers recommended that the application be approved, subject to the conditions as set out in the report and addendum.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>
78.	<p><b>DOLPHIN BRIDGE HOUSE, ROCKINGHAM ROAD - 35248/APP/2017/3013</b> (<i>Agenda Item 16</i>)</p> <p><b>Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 41 residential units (Use Class C3).</b></p> <p>Officers introduced the report and reminded the Committee of the factors to be considered when determining such applications, as outlined earlier in the meeting. The addendum was highlighted. Officers recommended that the application be approved, subject to the conditions as set out in the report and addendum.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved.</b></p>

79.	<p><b>PROLOGIS PARK - 37977/APP/2017/3046</b> (<i>Agenda Item 17</i>)</p> <p><b>Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2017/1634 dated 14-08-2017 for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space.</b></p> <p>Officers introduced the report and highlighted the addendum. It was confirmed that the application was for approval for Phase 2 at Prologis Park West. Phase 1 had been approved and completed, with the principle of the development established. Outline approval for the development had included a number of conditions relating to maximum floorspace, height, car spaces etc.</p> <p>The application was seeking approval for a development that would mirror the buildings on the opposite side of the road, and would provide a consistent appearance in keeping with the character of the area. Officers considered that the access and parking arrangements were satisfactory and would not result in concerns over car parking provision or adversely impact pedestrians, and the application was therefore recommended for approval.</p> <p>Members were supportive of the application, citing the need for new industrial units. However, concerns were raised over the surfacing of the footpath to the canal, as it was not deemed appropriate for the use of wheelchairs or prams etc. It was recommended that as this footpath abutted the proposed development, an informative be added to specify appropriate footpath surfacing.</p> <p>The officer's recommendation, subject to the added informative as outlined, was moved, seconded, and when put to a vote, unanimously approved.</p> <p><b>RESOLVED: That the application be approved, subject to the addition of an informative regarding the surfacing of the footpath.</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.10 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Neil Fraser on 01895 250692. 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.**

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

**Address** 51 BELMONT ROAD UXBRIDGE

**Development:** Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)

**LBH Ref Nos:** 34151/APP/2017/3332

**Drawing Nos:** 17553 DR-411-101 P00  
17553 DR-411-102 P00  
17553 DR-411-103 P00  
17553 DR-411-104 P00  
17553 DR-412-101 P00  
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17553 DR-412-111 P00  
17553 DR-412-112 P00  
17553 DR-412-113 P00  
17553 DR-412-114 P00  
17553 DR-412-115 P00  
17553 DR-413-101 P00  
Flood Risk and Drainage Report  
Acoustic Assessment 70038462-AC001  
Preliminary Risk Assessment 70038462  
Transport Statement No1 September 2017

**Date Plans Received:** 14/09/2017 **Date(s) of Amendment(s):**

**Date Application Valid:** 15/09/2017

### 1. SUMMARY

The application seeks prior approval for the change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 14 self contained flats. The proposed scheme is to convert the top two floors of the office space on the site to 2 x studios, 8 x 1 beds and 4 x 2 beds. 13 car parking spaces will be allocated to the residential use and 11 allocated to the existing office space. 20 secure and covered cycle parking spaces are proposed along with waste and recycling facilities.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

(a) transport and highways impacts of the development;

(b) contamination risks on site;

(c) flooding risks on site; and

(d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise from commercial uses and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of an agreement to prevent resident parking permits being applied for through a Section 106 Legal Agreement, prior approval is required and the application is recommended for approval.

## **2. RECOMMENDATION**

**1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Required and Granted subject to:**

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

**1. A legal agreement to prevent future occupants from applying for car parking permits.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements 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) If the Legal Agreements have not been finalised by 20th November 2017, delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:**

**'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP**

**Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), 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 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 imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:**

**1 NONSC Parking**

Prior to occupation of the development, the following shall be provided on site:

1. 11 car parking spaces with markings, including spaces for visitor parking
2. 1 parking spaces to be assigned for use by disabled persons and marked as such
3. 2 parking spaces to be supplied with active Electric Vehicle Charging points
4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 1 motorcycle parking space
6. Secure and covered parking spaces to be provided for 20 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

**REASON**

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

**2 NONSC Parking Allocation**

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

**3 NONSC Noise Protection**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. 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 noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**4 NONSC Non Standard Condition**

- (1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (2) 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 Council dispenses with any such requirement specifically and in writing.
- (3) If during development works asbestos is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation.

#### REASON

To ensure that risks from any contamination to the future users of the site 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 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

#### INFORMATIVES

##### **1 115 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).

##### **2**

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.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is located on Belmont Road in Uxbridge Town Centre. The building is currently three floors of office use with undercroft/basement parking for 39 cars. The site has a PTAL rating of 6A and is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

#### **3.2 Proposed Scheme**

The application seeks prior approval for the change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 14 self contained flats (2 x studios, 8 x 1 beds and 4 x 2 beds). The proposed scheme is to convert the top two floors of the office space on the site to 14 flats. 13 car parking spaces will be allocated to the residential use and 11 allocated to the existing office space. 20 secure and covered cycle parking spaces are proposed along with waste and recycling facilities.

#### **3.3 Relevant Planning History**

##### **Comment on Relevant Planning History**

None relevant to the current application

### **4. Planning Policies and Standards**

Town and Country Planning (General Permitted Development) (England) Order 2016

#### **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.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- OE5 Siting of noise-sensitive developments
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage

LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
NPPF1	NPPF - Delivering sustainable development
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF6	NPPF - Delivering a wide choice of high quality homes

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- Not applicable

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 41 local owner/occupiers and the application was also advertised by way of site notices.

No responses have been received.

### **Internal Consultees**

#### **HIGHWAYS**

This prior approval application is for a change of use of an existing office accommodation in Belmont Road Uxbridge to 14 flats. Belmont Road is a classified road on the Council Road Network, within Uxbridge Town Centre and within a Controlled Parking Zone. The site has a PTAL value of 6a (excellent) which suggests that there is reduced reliance on private car trips to and from the site. The existing office development on the site has off-street car parking for 39 cars in a basement area and a ground level area. The proposed scheme is to convert the top two floors of the office space on the site to 14 flats (2xstudio+8x1b+4x2b). 13 of the car parking spaces will be allocated to the residential use and 11 allocated to the existing office space. It is assumed that other spaces are used for refuse/recycling and cycle storage. The application is supported by a Transport Statement by WSP dated September 2017. The TS shows that the trip generation of the proposed development is less than the existing uses. The proposed car parking for the residential use should have 20% active and 20% passive EVCP (conditioned). The cycle parking proposed is mentioned but should be covered and secure (conditioned). The refuse/recycling areas are mentioned but should also be conditioned. The excellent PTAL value of the site and the small number of family units would suggest that car ownership at the site would be low and it is suggested that the development would not have access to the Council's Resident Parking Zone in the area (subject to a formal agreement). On the basis of the above comments I do not have significant highway concerns over the proposed change of use.

#### **Case Officer's comments:**

The suggested conditions are recommended to be attached to any consent. Plan reference 17553 DR-412-111 P00 details the use of the existing car parking spaces as areas for cycle parking and waste/recycling facilities.

#### **ENVIRONMENTAL PROTECTION UNIT**

I am concerned that the plant located at the rear of Belmont Medical Centre is a source of noise disturbance which will in turn give rise to an undesirable noise impact on the occupants of the proposed residential dwelling. The submitted noise report did not address this particular noise issue adequately or sufficiently. The Belmont Medical Centre opens at 08.15 and closes at 19:10 hours

which means that the occupants of the proposed residential development will be subjected to about 11 hours of plant noise per day. The road traffic on Belmont road is usually very busy.

Please advise the applicant that there is no objection to the planning application for Prior Approval for change of use of first and second floors from offices to 14 no. dwellings, subject to the submission of a satisfactory plant noise assessment highlighting robust noise mitigation measures that will ensure that the occupants of the proposed development are not subjected to noise disturbance.

I would also recommend the following conditions/informative respectively:

#### Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria is against external noise as agreed with the Local Planning Authority. 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 Unitary Development Plan.

#### Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

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

#### Control of environmental nuisance from construction work (Informative)

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 inspection 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)

#### Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 the only source of noise that the Local Planning Authority can

take into consideration is that produced by commercial premises. Therefore the first condition requested by the Environmental Protection Unit will be amended to cover this source only. The requested condition to limit noise generated from plant within the development is not an issue that the Local Planning Authority is permitted to consider as part of this type of application and therefore cannot be attached to any determination of the application.

#### FLOOD AND WATER MANAGEMENT OFFICER

The site is located in Flood Zone 1 according to the Environment Agency Flood Maps and is not in an area considered to be at risk of surface water flooding. The change of use will not involve any alterations to the footprint of the building.

There will not be any alteration to the footprint of the building therefore there is no objection on drainage or flood risk reasons.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

#### **7.02 Density of the proposed development**

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

#### **7.04 Airport safeguarding**

Not applicable as this is not an application for planning permission.

#### **7.05 Impact on the green belt**

Not applicable as this is not an application for planning permission.

#### **7.06 Environmental Impact**

Not applicable as this is not an application for planning permission.

#### **7.07 Impact on the character & appearance of the area**

Not applicable as this is not an application for planning permission.

#### **7.08 Impact on neighbours**

Not applicable as this is not an application for planning permission.

#### **7.09 Living conditions for future occupiers**

Not applicable as this is not an application for planning permission.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The Council's Highways Engineer has reviewed the proposals and provided comments on

the measures required to mitigate against the detrimental impact of the development. A condition is recommended to be attached to any consent to ensure that the appropriate number of car parking spaces (including disabled spaces and active & passive electric vehicle charging points), motorcycle spaces and cycle parking spaces are provided. A parking allocation condition is also recommended to ensure the car parking spaces remain allocated to the residential use.

In order to prevent undue burden on parking within the surrounding area, the applicant will be required to enter into a Section 106 agreement to ensure that future occupants of the development would not apply for car parking permits. The Applicant has agreed to this obligation which would be secured through a S106 Legal Agreement.

Due to the limited size of the proposals at 14 units (predominantly studios and 1 beds) and only 772 sq m. in scale, a public realm contribution is not considered to be required to mitigate the impact of the proposals.

Subject to the completion of the Legal Agreement and proposed conditions the Highway's impact of the development is acceptable.

**7.11 Urban design, access and security**

Not applicable as this is not an application for planning permission.

**7.12 Disabled access**

Not applicable as this is not an application for planning permission.

**7.13 Provision of affordable & special needs housing**

Not applicable as this is not an application for planning permission.

**7.14 Trees, landscaping and Ecology**

Not applicable as this is not an application for planning permission.

**7.15 Sustainable waste management**

Not applicable as this is not an application for planning permission.

**7.16 Renewable energy / Sustainability**

Not applicable as this is not an application for planning permission.

**7.17 Flooding or Drainage Issues**

The Council's Flood and Water Management Officer has reviewed the submitted details and confirmed they have no objections to the application.

**7.18 Noise or Air Quality Issues**

The Council's Environmental Protection Unit have reviewed the submitted documents in terms of the risk of contamination and have have raised no objections to the proposal.

The proposal is therefore acceptable in terms of contamination.

Noise from Commercial Premises

The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. As set out in Section 6 of this report, subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

The proposal is therefore acceptable in terms of noise.

**7.19 Comments on Public Consultations**

None received

## **7.20 Planning obligations**

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Agreement that future occupants will not be able to apply for car parking permits.

## **7.21 Expediency of enforcement action**

Not applicable

## **7.22 Other Issues**

None

## **8. Observations of the Borough Solicitor**

The Town and Country Planning (General Permitted Development) (England) (Order) 2015/596 ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015. The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

### **Equalities & Human Rights**

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether their decision would affect human rights in particular the right to a fair hearing, the right to respect of 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**

None

#### **10. CONCLUSION**

The application seeks prior approval for the change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 14 self contained flats. The proposed scheme is to convert the top two floors of the office space on the site to 2 x studios, 8 x 1 beds and 4 x 2 beds. 13 car parking spaces will be allocated to the residential use and 11 allocated to the existing office space. 20 secure and covered cycle parking spaces are proposed along with waste and recycling facilities.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

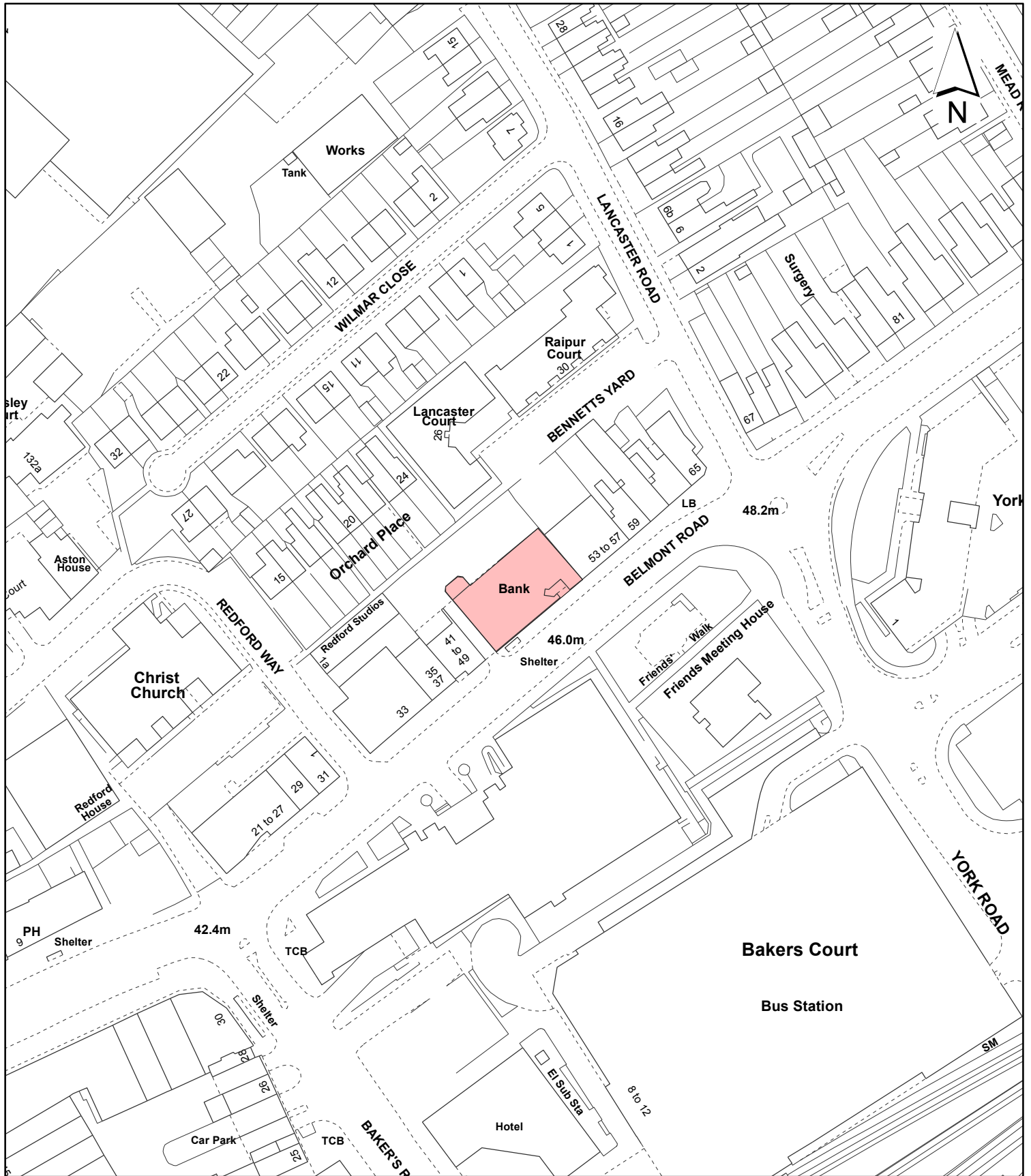
The application has been assessed against the relevant criteria and subject to conditions and the signing of a Section 106 agreement to prevent future occupants applying for parking permits, prior approval is required and the application recommended to be approved.

#### **11. Reference Documents**

Town and Country Planning (General Permitted Development) (England) Order 2016

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**51 Belmont Road**

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

Planning Application Ref:

**34151/APP/2017/3332**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 20

Date:

**November 2017**



**HILLINGDON**  
 LONDON



# Agenda Item 7

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

<b>Address</b>	ABROOK ARMS PH HAREFIELD ROAD UXBRIDGE
<b>Development:</b>	Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park.
<b>LBH Ref Nos:</b>	18505/APP/2016/3534
<b>Drawing Nos:</b>	Design and Access Statement Flood Risk Assessment Air Quality Assessment Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species 1 of 1 Rev. F1 (Existing Topographical Survey) 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 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 Agent's first covering email dated 9.10.17 4803/3/15 Rev. C 4803/3/16 Rev. C 4803/3/11 Rev. F 4803/3/12 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 4803/3/13 Rev. B

4803/3/18 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 (as amended by 4803/3/11 Rev. F)  
 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)

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

**DEFERRED ON 25th October 2017 FOR SITE VISIT .**

Members will recall that this application was deferred from both the Major Planning Committee meetings dated 3/10/17 and 25/10/17. The first deferral was in order to allow Members the opportunity of visiting the site which took place on 20/10/17 and the second was due to confusion in terms of the plans for which approval was being sought. Members also requested further information regarding the provision of refuse bins, access arrangements for refuse vehicles and cycle storage.

At the first committee meeting, Members raised concern regarding the outlook from the windows in the north elevation. Following this, revised ground and first floor plans, together with front and northern side elevations were submitted, which alter the layout on the ground floor and revise the window detail on the front elevation (Drw. Nos. 4803/3/11 Rev. F, 4803/3/12 Rev. C, 4803/3/15 Rev. C and 4803/3/16 Rev. C refer). These plans were incorporated and referred to in the last committee report, but unfortunately condition 2 had not been updated to reflect the changes which has now been done.

As previously advised, Unit 8 would now become a three bedroom unit as opposed to a two bedroom and would have its kitchen/living/dining room window in the front elevation with two of the three bedrooms served by a sole window facing north. The unit would accord with minimum floor standards and the alteration would improve the main outlook to this unit. The adjoining Unit 7 has been reduced from a two bedroom, four person unit to a two bedroom, three person unit but again, minimum floor space standards are satisfied. The alterations to the window detail

reflects these changes and rationalises their siting and are considered acceptable in design terms.

In terms of the windows in the north elevation, at basement level there would be a bedroom window and an en-suite window serving Unit 2 at the rear; on the ground floor, there would be the three bedroom windows serving Unit 8 at the front and 2 secondary windows serving the kitchen/living/dining area of Unit 7 at the rear; on the first floor, a secondary bedroom window and kitchen/living/dining window and balcony area serving Unit 11 at the front and two secondary windows serving the kitchen/living/dining area of Unit 10 at the rear. On the second floor would only be a secondary window serving the kitchen/living/dining area on Unit 16 within the gable.

As clarified at the last committee meeting, the line of cypresses along this northern boundary at the rear of the site has been removed so that this boundary is open and the windows would overlook a thin strip of overgrown land between the application site and the farm access track and its densely overgrown borders. There is the Thames Water underground pumping station and a small electricity sub-station compound at the side, but the adjoining windows are sufficiently elevated above the ground so that these would not materially harm the outlook from these windows. In terms of the proposed boundary treatment here, although details have been conditioned, Drw. No. 4803/3/16 Rev. C, does show a new hedge being planted along the north boundary at the side of the building which would be staggered in height so that it does not obscure any side facing window. As such, all the side windows would be capable of having an adequate outlook.

In terms of the refuse and cycle storage facilities, their position is shown on Drw. No. 4803/3/11 Rev. F. The Council's Waste Services Manager did not raise any objections in principle to the location of the refuse store. This would involve refuse vehicles stopping on the road, as is the case along Harefield Road. A condition has been attached to the officer's report to ensure that the details and refuse collector's access to the bin store is appropriate. A condition has also been added to ensure that revised details showing adequate provision and design details of the cycle storage provision.

The report has been updated to include matters referenced in the committee report addendum for the meeting of the 25th October 2017 (and 3rd October 2017).

The application is recommended accordingly.

## 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 Council's Trees/ Landscaping Officer raises no concerns with the scheme, subject to recommended conditions.

The scheme allows for 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.**
- 6. A legal agreement to prevent future occupants applying for car parking permits.**

**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. F, 4803/3/12 Rev. C, 4803/3/13 Rev. B, 4803/3/15 Rev. C, 4803/3/16 Rev. C, 4803/3/17 Rev. B, 4803/3/18 Rev. B, 16074-10 Rev. P2, 16074-11 Rev. P2 (as amended by 4803/3/11 Rev. F), 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]

Tree Protection Works [Arboricultural Method Statement]

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, BE38, 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. F, 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 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 (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 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 EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**14 NONSC Revised Cycle/Motorcycle Parking Scheme**

Notwithstanding the detail shown on Drw. Nos. 4803/3/10 Rev. C and 4803/3/11 Rev. F, 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, basement car park and any pumping equipment 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 from dust emitted from the construction works based on the construction phase dust mitigation measures detailed in Section 8.1 of the Air Quality Assessment, 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

In order to minimize dust generation during construction works, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

**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

In order to safeguard existing underground sewerage utility infrastructure, in accordance with Policy 5.14 of the London Plan (March 2016).

**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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**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
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
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](http://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.

## 9

In terms of Condition 19, the applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

### 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, 4 x two bedroom and 1 x 3 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
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
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

## 5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- **25th November 2016**

## 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,  
(xxxi) FRA does not mention recent flooding events,  
(xxxii) There is an infestation of Japanese Knotweed which is already spreading to No. 189 and needs professional treatment to avoid litigation,  
(xxxiii) Due to website restrictions, unable to post full response,  
(xxxiv) Asbestos survey should be carried out on property before demolition works start,  
(xxxv) There have been no notices displayed around the site and neighbour consultation has been inadequate,  
(xxxvi) 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:-

(xxxvii) There is no summary document of the changes made, but does not appear to be any significant changes so objections still stand,  
(xxxviii) 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,  
(xxxix) 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,  
(xxxx) 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,  
(xxxxi) 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,

(xxxxxii) 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,

(xxxxxiii) 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-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.

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.

Further Comment from TfL:

Following a site visit, the bus stop post is likely to have to be re-sited slightly if the pedestrian access remains in current position. The painted bus cage on the road could be remarked so a 21 metre cage is in place. The cage would start approx. 4 metres further south from its present location and extend 21 metres north, a single yellow line would be painted at the old location of the cage to deter parking across the access for Frays Farm.

Officer Comment: The re-sited and larger bus cage would extend across the proposed access to the surface parking area but TfL raised no objections to this on site, stating that this would be a further deterrent to parking over the access which lies opposite on-street parking bays.

## UXBRIDGE BUS STATION:

Following a site visit, the bus stop post is likely to have to be re-sited slightly if the pedestrian access remains in its current position. The painted bus cage on the road could be remarked so a 21 metre cage is in place. The cage would start approx. 4 metres further south from its present location and extend 21 metres north, a single yellow line would be painted at the old location of the cage to deter parking across the access for Frays Farm.

Officer's comment:

The re-sited and larger bus cage would extend across the proposed access to the surface parking area but the bus operator raised no objections to this on site, stating that this would be a further deterrent to parking over the access which lies opposite on-street parking bays.

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 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.

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](http://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](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://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.
- 40m<sup>3</sup> 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, noise, 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.

The National Planning Policy Framework (NPPF) 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 106 u/ha and an habitable room density of 341 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 50.3sqm to 63.4sqm in the case of the 1 bed, 2 person units; 63.6sqm and 73.3sqm for the 2 bed, 3 person units; 70.7sqm to 112.3sqm in the case of the 2 bed, 4 person units, 86.6sqm for the 3 bedroom, 5 person unit 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, 86sqm 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 Unit 11 on the first floor having its main aspect facing north, but this unit is dual aspect which also faces 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 222sqm of private amenity space which combined to the communal garden gives a total area of 582sqm. 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 the 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 the standards of the Institute of Structural Engineers: Design recommendations for multi-storey and underground car parks. 4th edition (2011). The Council's Highway Engineer has reviewed these standards and advises that on balance, as the ramp complies with these standards, having shallower gradients at each end no objections are raised.

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 CO<sub>2</sub> 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 restating 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), (xxxi), (xxxvi), (xxxvii), (xxxx) and (xxxxii) 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)

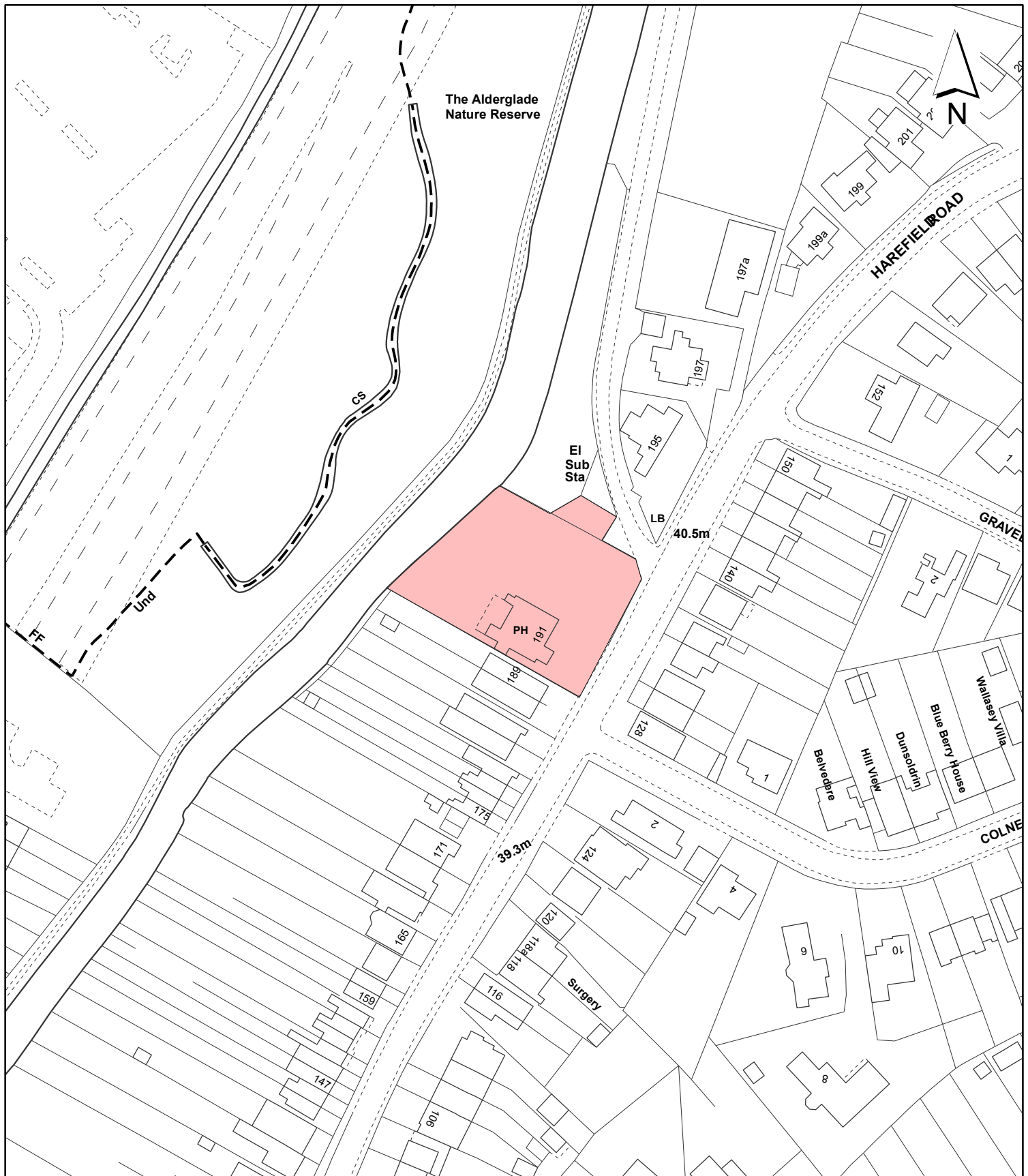
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

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

Planning Obligations Supplementary Planning Document (July 2014)

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**Notes:**

 Site boundary

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Site Address:

**Abrook Arms  
 191 Harefield Road**

**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 72**

Date:  
**November 2017**



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

Wednesday 15th November  
2017



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

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

**Address** 51 BELMONT ROAD UXBRIDGE

**Development:** Change of use from office (Use Class B1) to 14 residential units (Use Class C3) together with ancillary car parking, cycle storage and waste and recycling storage (Prior Approval)

**LBH Ref Nos:** 34151/APP/2017/3332

**Date Plans Received:** 14/09/2017

**Date(s) of Amendment(s):**

**Date Application Valid:** 15/09/2017



POO 17553 DR-411-101

SCOTT  
BROWNRIGG

17553 DR-411-101  
17553 DR-411-101  
17553 DR-411-101

Aviva Investors

51 Belmont Road

Site location plan

Scale: 1:1250 @ A1  
 Date: 17553 DR-411-101  
 Project: PLANNING



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Application boundary

Boundary area  
 = 854 sqm

100 Boundary line  
 1:1000  
 SCOTT BROWNRIGG

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Aviva Investors

51 Belmont Road

Application red line plan

1:200 @ A1  
 17553 DR-411-102 P00  
 PLANNING







All North Measurements are  
 taken from the centre of the road to the centre  
 of the building or the centre of the building to the  
 centre of the road.

P00  
 SCOTT  
 BROWNrigg

100 Belmont Road  
 Belmont, Victoria 3105  
 Australia

Project Name  
 Avra Investors

Address  
 51 Belmont Road

Site Name  
 Existing site layout

Scale  
 1:200 @ A1  
 Date  
 17/5/23  
 Drawing No.  
 DR-411-103  
 Project No.  
 P00  
 Discipline  
 PLANNING





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 unless the Council is satisfied that the  
 proposed development is in the  
 public interest.

PO3  
 17553 DR-411-104  
 P00

SCOTT  
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11.1.1.1  
 11.1.1.2  
 11.1.1.3  
 11.1.1.4  
 11.1.1.5  
 11.1.1.6

Scott Brownrigg  
 Aviva Investors

51 Belmont Road

Proposed site layout

Scale  
 1:200  
 A1

17553 DR-411-104  
 P00

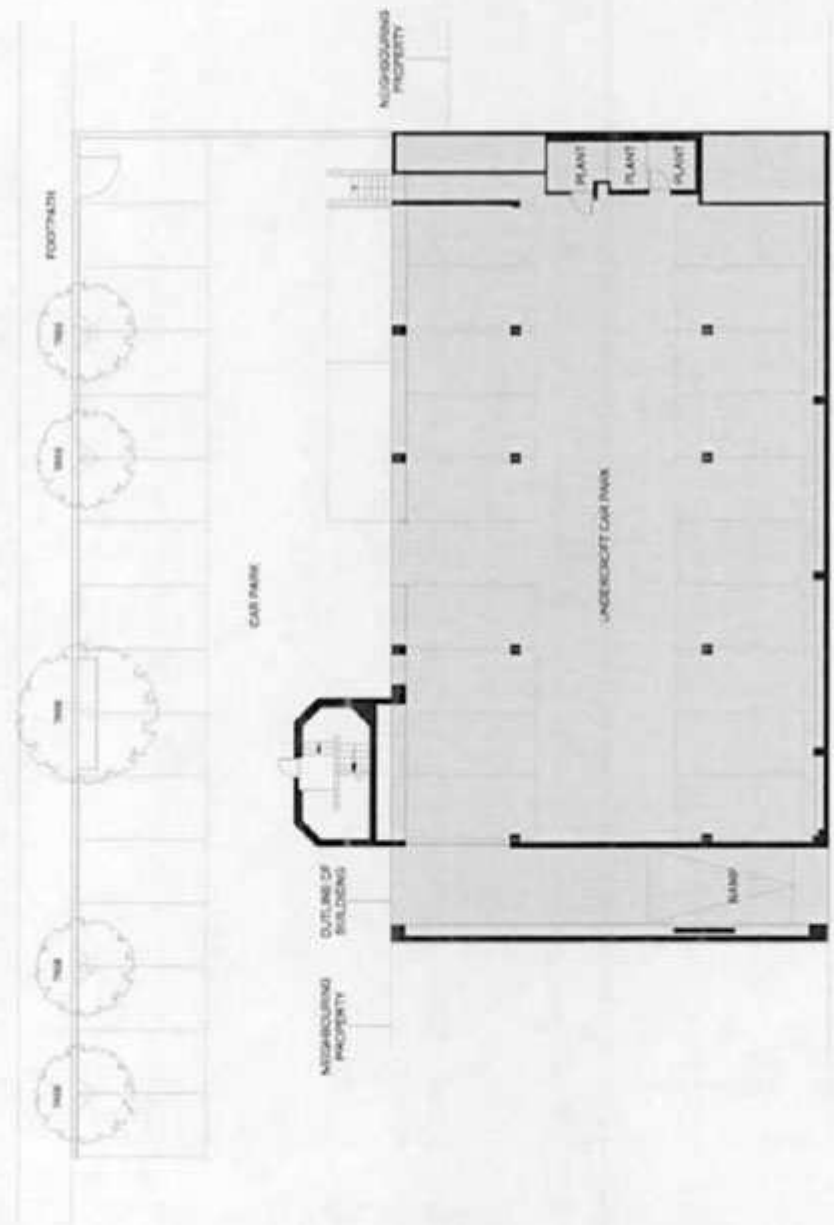
PLANNING





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 the author.

Floor plans surveyed by  
 Malcolm Hollis.



P00  
 1:100 @ A1  
 17553 DR-412-101  
 P00  
 SCOTT BROWNRI GG

17553 DR-412-101  
 P00  
 17553 DR-412-101  
 P00

Client  
 Ariva Investors

Address  
 51 Belmont Road

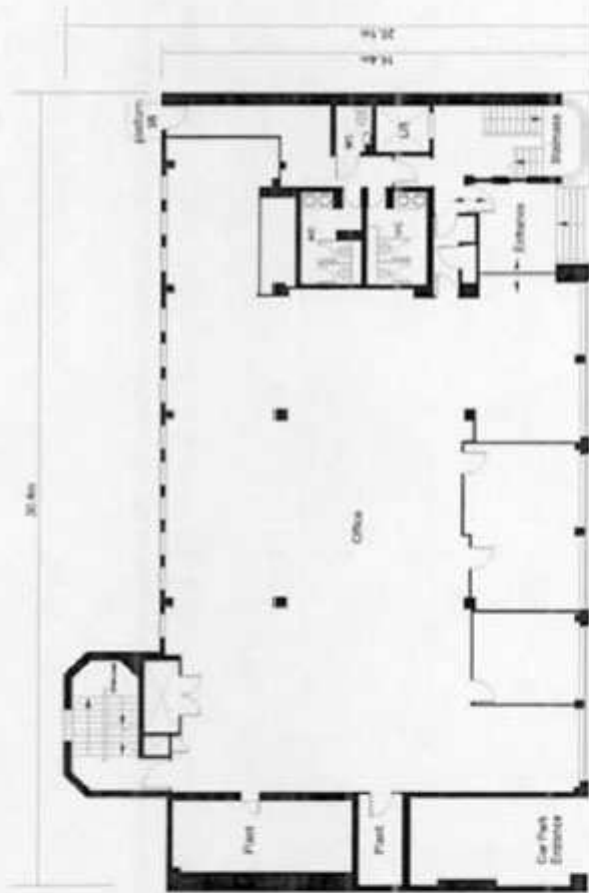
Description  
 Existing lower ground floor plan

Scale  
 1:100 @ A1  
 Date  
 17553 DR-412-101  
 Project  
 P00  
 Drawing  
 PLANNING



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 Floor plans surveyed by  
 Malcolm Hollis  
 for use in connection with  
 the proposed development  
 at Belmont Road  
 in 2017

Floor plans surveyed by  
 Malcolm Hollis.



P00  
 1:100 @ A1

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10 Colchester Road  
 10 Colchester Road  
 Colchester, Essex  
 CO1 1JH  
 Tel: 0206 200 0000  
 www.scottbrownrigg.com

Client:  
 Aviva Investors

Site No:  
 51 Belmont Road

Project No:  
 Existing ground floor plan

Scale:  
 1:100 @ A1

Date:  
 17/05/17  
 Drawing No:  
 17553 DR-412-102  
 Project:  
 P00

PLANNING

Floor plans surveyed by  
 Malcolm Holtib.



Plot No. 17553  
 Scale 1:100 @ A1

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11 Corporation Road  
 11, Corporation Road  
 11, Corporation Road  
 11, Corporation Road

Client Name  
 Aviva Investors

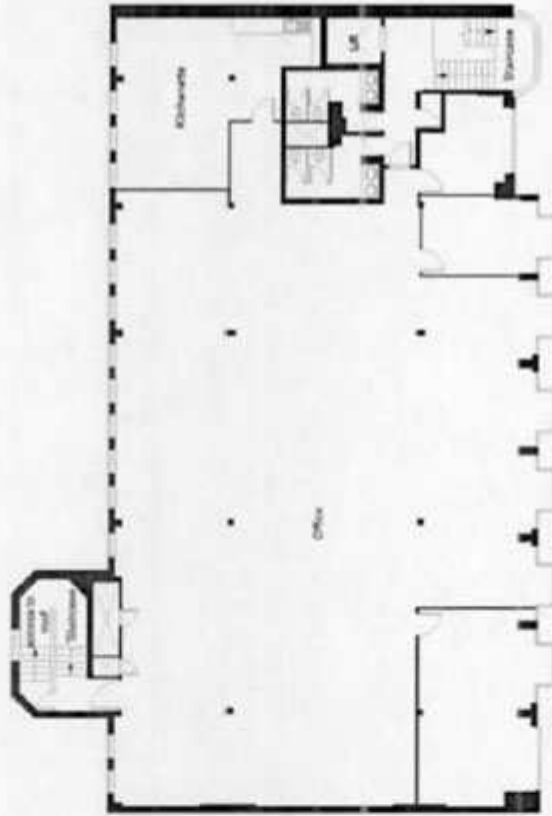
Plot No.  
 51 Belmont Road

Scale  
 Existing first floor plan

Scale	1:100 @ A1
Plot No.	17553
Reference	DR-412-103
Project	PLANNING
Author	POO

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Planned developments and other works  
are shown in grey. All other works are  
shown in black. All dimensions are in  
meters.

Floor plans surveyed by  
Malcolm Hollis.



P00  
Scott Brownrigg Ltd  
1000  
1000

SCOTT  
BROWNRIGG

1000  
1000  
1000  
1000

Aviva Investors

51 Belmont Road

Existing second floor plan

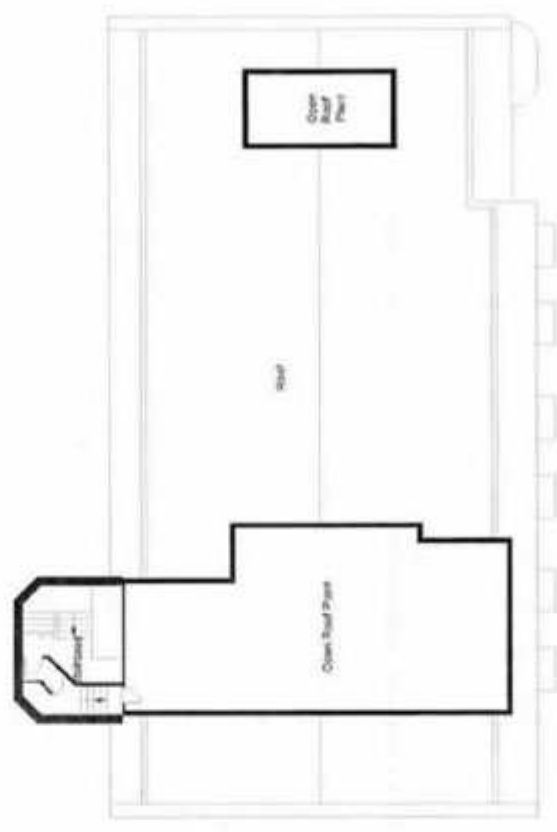
Scale  
1:100 @ A1

17553 DR-412-104 P00

PLANNING

Sheet No. 10 of 10  
Figured dimensions only with 1/8" tolerance  
for construction. All dimensions are to be included on all drawings and sheets.  
10/1/1998

Floor plans surveyed by  
Malcom Hollis.



P00 17553 DR-412-105  
SCOTT BROWNRIGG

SCOTT BROWNRIGG

All dimensions shown  
are in feet and inches  
and shall include  
the tolerance of 1/8"

Scale: As Shown

Address: 51 Belmont Road

Project: Existing roof plan

Scale: 1:100 @ A1  
Drawing No: 17553 DR-412-105  
Project: P00  
Sheet: PLANNING

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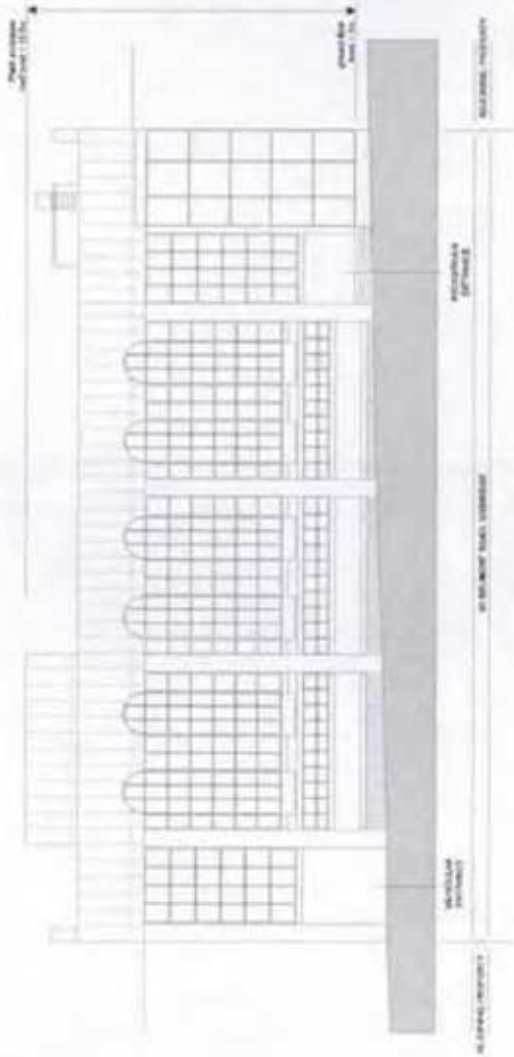
Internal modifications do not change the external elevations.



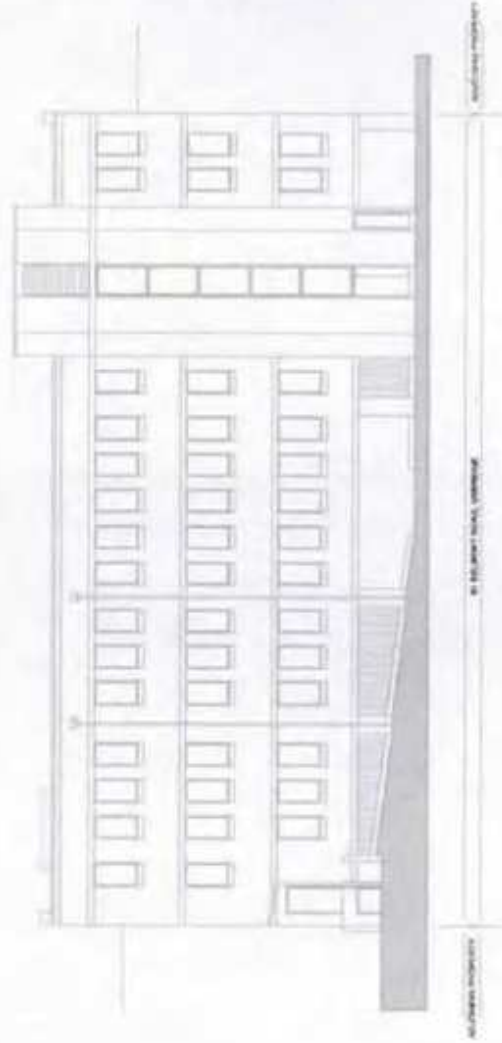
PHOTOGRAPHY



PHOTOGRAPHY



Front elevation (existing and proposed)



Rear elevation (existing and proposed)

POO: [unreadable]  
 SCOTT BROWNRIFF

11 Belmont Road  
 17553 DR-413-161  
 P00

Aviva Investors

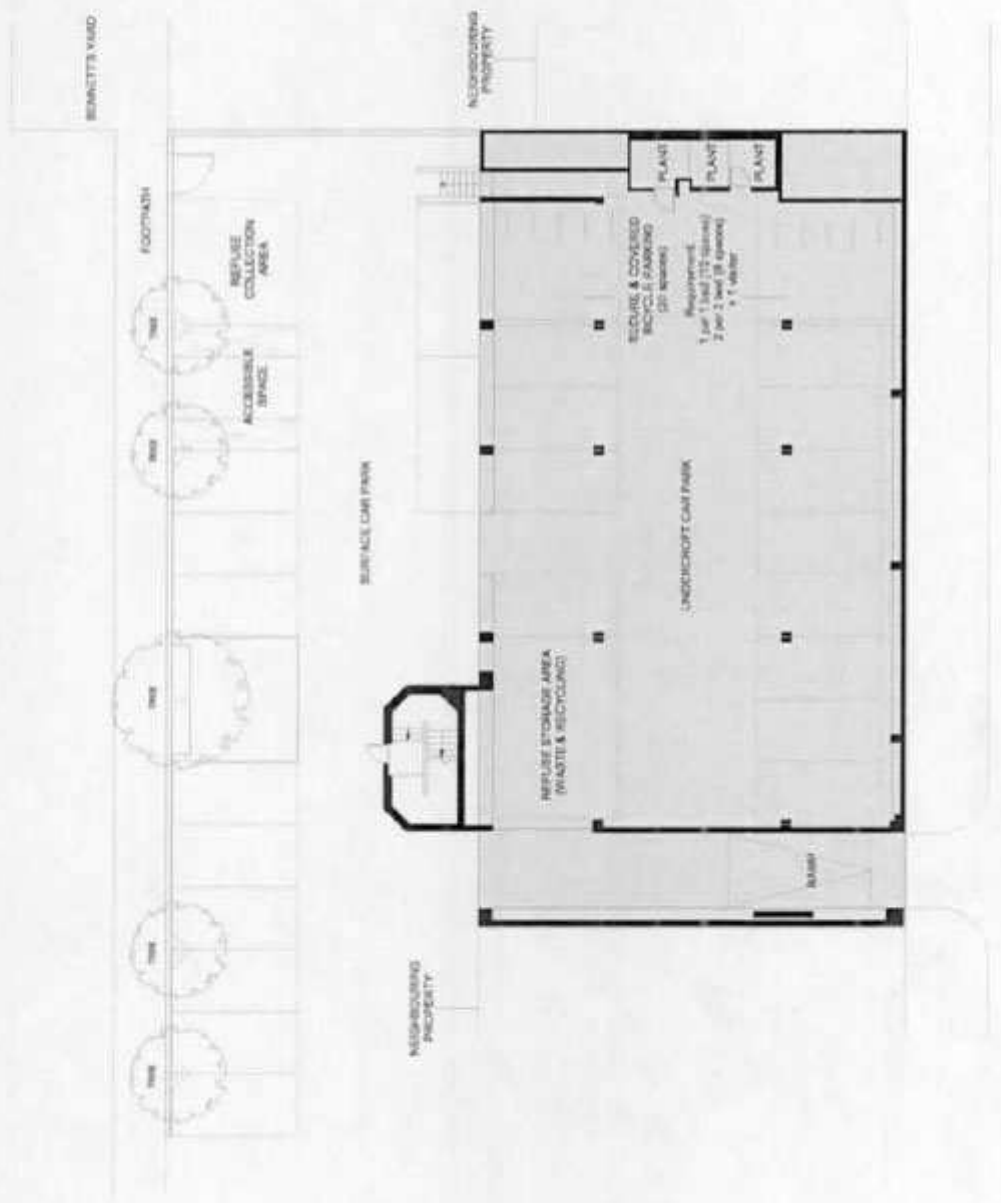
51 Belmont Road

Existing and proposed elevations

Scale: 1:100 @ A1  
 Date: 17553 DR-413-161  
 Project: P00  
 Planning



Space allocated in  
 undercroft for residential  
 bins and bicycles.



P00  
 Scott Brownrigg Ltd  
 51 Belmont Road  
 Belmont  
 Lincolnshire  
 LN4 1JH  
 Tel: 01522 811111  
 Fax: 01522 811112  
 Email: info@scottbrownrigg.co.uk

Scott Brownrigg Ltd  
 51 Belmont Road  
 Belmont  
 Lincolnshire  
 LN4 1JH  
 Tel: 01522 811111  
 Fax: 01522 811112  
 Email: info@scottbrownrigg.co.uk

Client Name  
 Aviva Investors  
 51 Belmont Road

Project Name  
 Proposed lower ground floor plan

Scale  
 1:100 @ A1  
 Date  
 17553 DR-412-111 P00  
 Title  
 PLANNING

Minor internal change to  
 this plan to create access  
 to residential. No external  
 changes.



P00 17553 DR-412-112  
 Date: 17/05/2024

SCOTT  
 BROWNRIGG

11, SPENCER STREET  
 BELMONT ROAD  
 BELMONT, DUBLIN 4  
 TEL: 01 274 1111  
 FAX: 01 274 1112

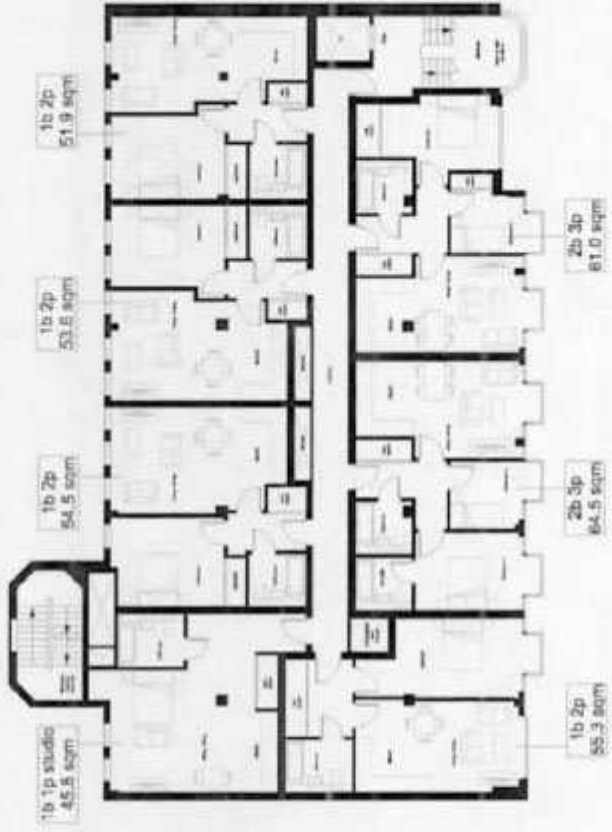
Client:  
 Aviva Investors

Site No:  
 51 Belmont Road

Project No:  
 Proposed ground floor plan

Scale:  
 1:100 @ A1  
 Drawing No:  
 17553 DR-412-112 P00  
 Issue:  
 PLANNING

Internal changes to this plan to create residential units. No external changes



P00  
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51 Belmont Road  
 Aviva Investors

51 Belmont Road

Proposed first floor plan

Scale: 1:100 @ A1  
 Date: 17/5/23  
 Project: DR-412-113  
 Sheet: P00  
 PLANNING

Internal changes to this plan to create residential units. No external changes.



POD 17553-114

SCOTT BROWNRIGG

25 Corporation Street  
 Birmingham B3 3AB  
 T: 0121 633 9000  
 F: 0121 633 9001  
 www.scottbrownrigg.com

Client Name  
 Aurora Investors

Address  
 51 Belmont Road

Project Name  
 Proposed second floor plan

Scale  
 1:100 @ A1

Project No  
 17553 DR-412-114 P09

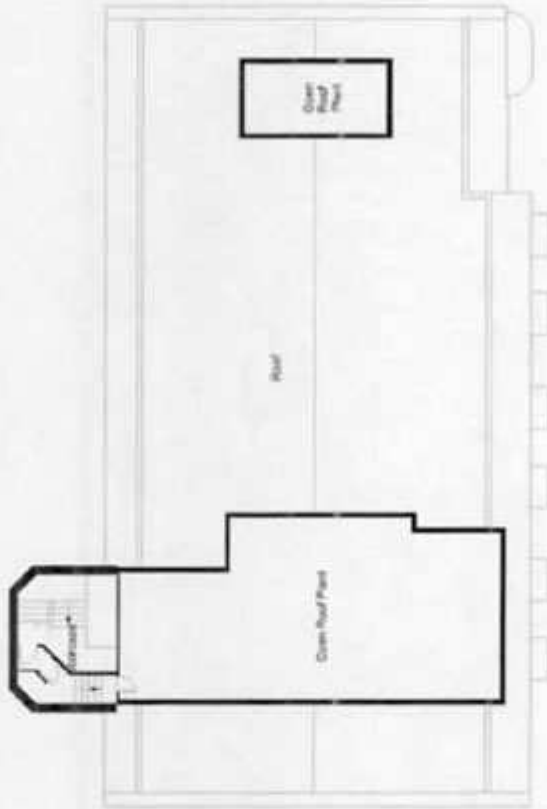
Discipline  
 PLANNING



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Minor changes to mechanical and electrical provision but contained within plant enclosures. No external changes to this plan.



P00 Main Site Plan  
Scale: 1/8" = 1'-0"

SCOTT  
BROWNRIGG

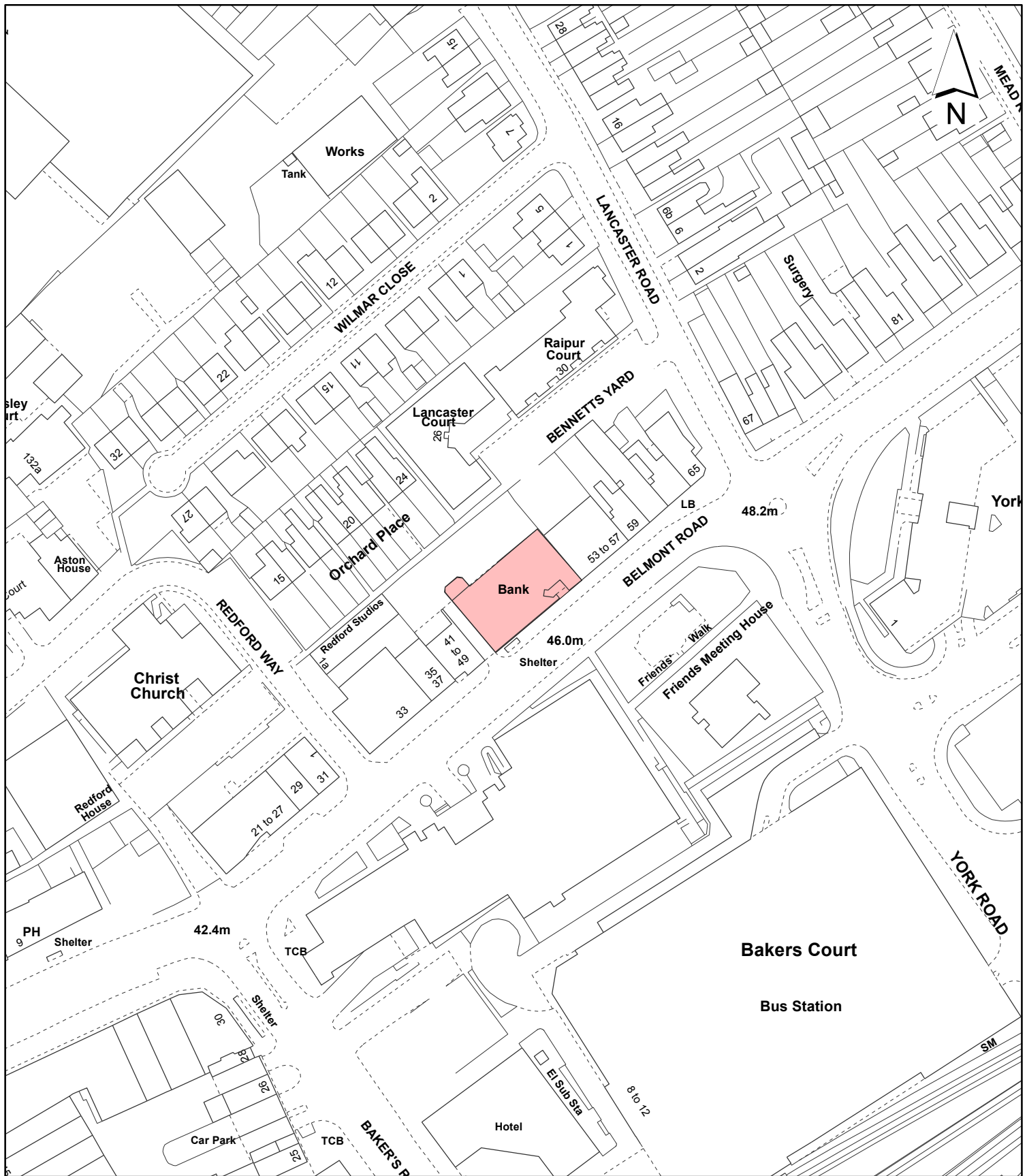
2000 North Main Street  
Suite 100  
Portland, ME 04108  
Tel: 603-882-1115  
Fax: 603-882-1116

Client Name  
Aviva Investors

Site No.  
51 Belmont Road

Project No.  
Proposed roof plan

Scale: 1:100 @ A1  
 Date: 17/5/23  
 Drawing No: DR-412-115  
 Project: P00  
 Title: PLANNING



**Notes:**

 Site boundary

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Site Address:

**51 Belmont Road**

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

Planning Application Ref:

**34151/APP/2017/3332**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 90

Date:

**November 2017**



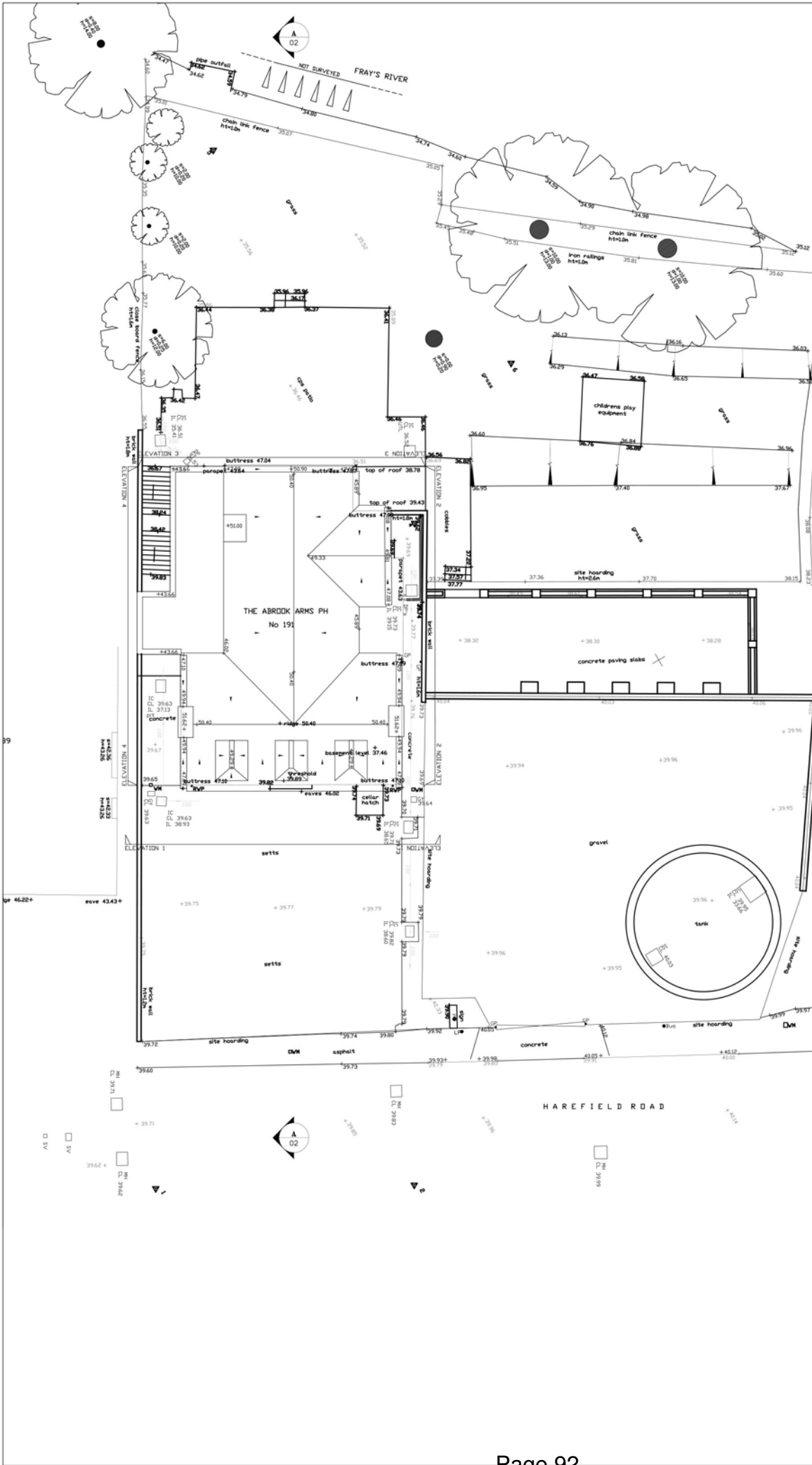
**HILLINGDON**  
 LONDON

**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



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





**INDICATIVE**



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16 LEYDEN ROAD, STEVENAGE,  
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email: [mail@cslsurveys.com](mailto:mail@cslsurveys.com)  
<http://www.cslsurveys.com>

Project

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

Title

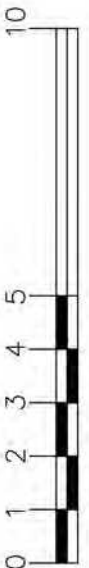
**BASEMENT**

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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email: [mail@cslsurveys.com](mailto:mail@cslsurveys.com)  
<http://www.cslsurveys.com>

Project

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

Title

**GROUND FLOOR**

Client

**FRENDCASTLE**

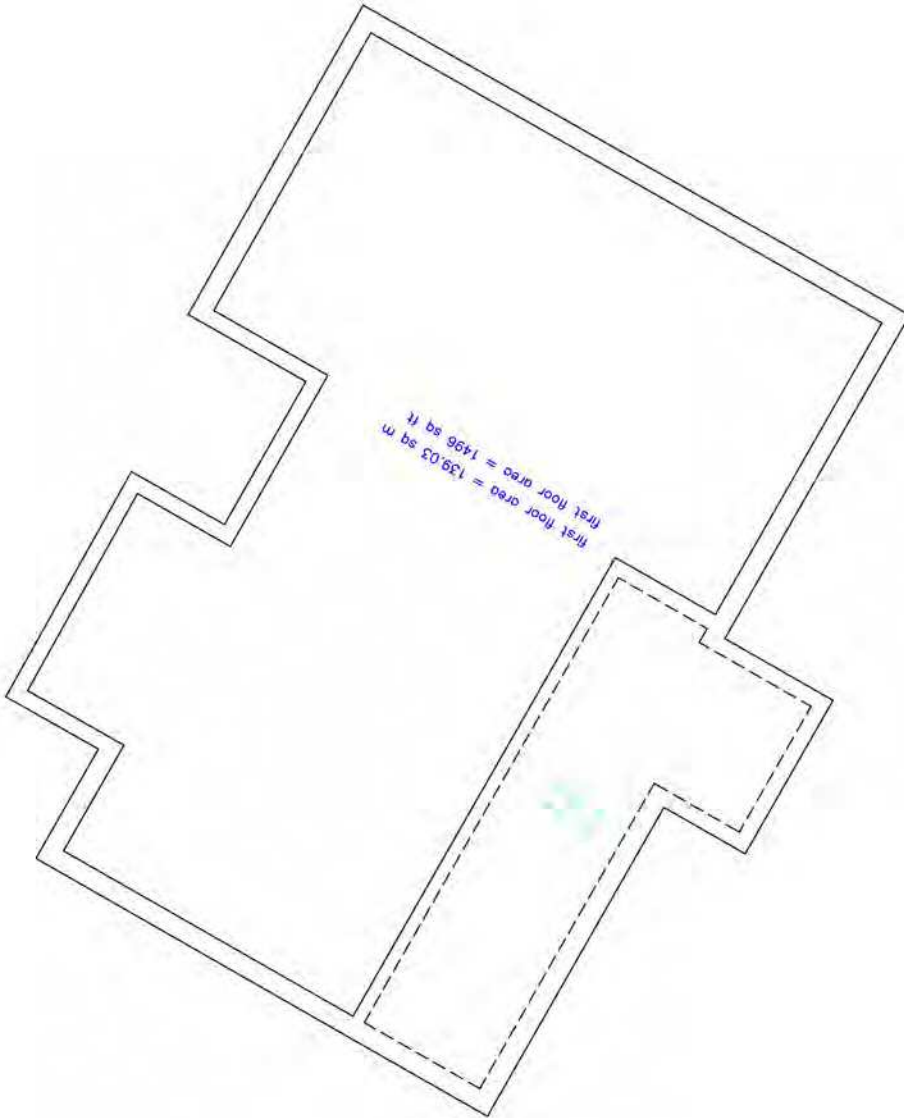
Project No	Revision	Dwg No.
14716PR	F0	2 of 4
Plot Scale	Sheet Size	Date
1:100	A3	24/06/2016

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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

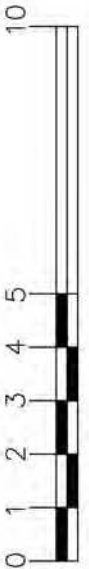
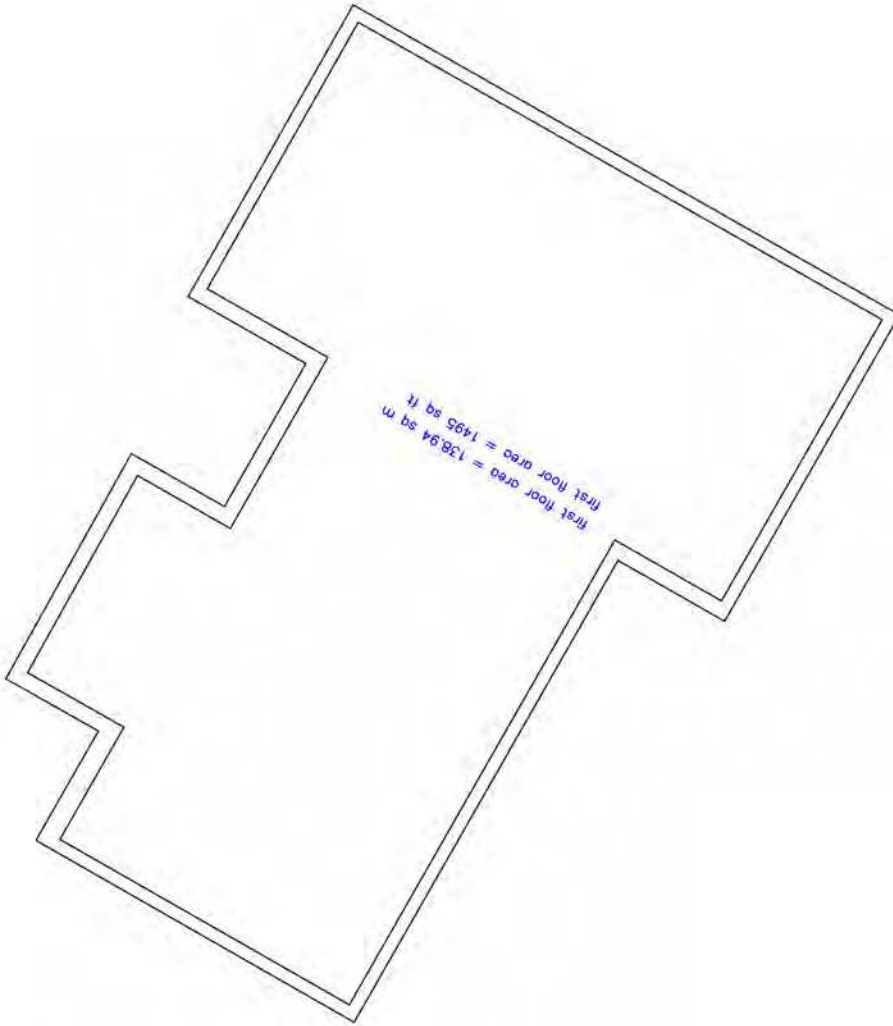
Project No	Revision	Dwg No.
14716PR	F0	3 of 4
Plot Scale	Sheet Size	Date
1:100	A3	24/06/2016

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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**

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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As determined by RICS guidelines, this survey has a presentation scale of 1:100. Intermittent dimensions will be within tolerance for this and similar scales only.

Do Not Scale! From Traced Copies

Rev	Notes	Date
F1	ADDRESS ELEVATIONS ADDED	21/06/2016

LEGEND

When shown in brackets, dimensions are given in feet and inches. All dimensions are to the centre of the line unless otherwise stated.

- 1. Wall
- 2. Window
- 3. Door
- 4. Staircase
- 5. Chimney
- 6. Gable
- 7. Roof
- 8. Terrace
- 9. Path
- 10. Fence
- 11. Garden
- 12. Driveway
- 13. Boundary
- 14. Boundary
- 15. Boundary
- 16. Boundary
- 17. Boundary
- 18. Boundary
- 19. Boundary
- 20. Boundary



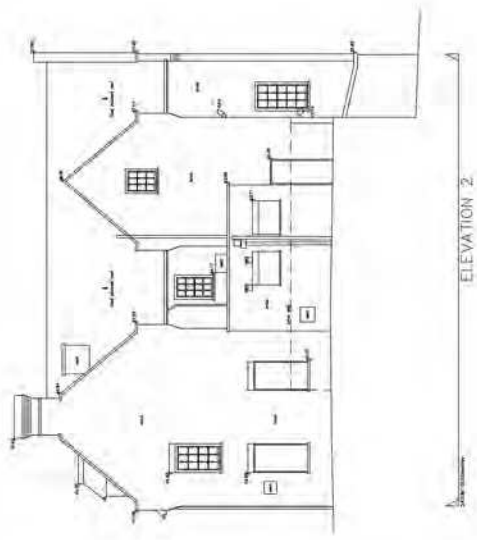
**CSL SURVEYS (STEVENAGE) LTD**  
 11, THE GARDENS, STEVENAGE, SUFFOLK, IP11 1JG  
 TEL: (01449) 726441 FAX: (01449) 742 425  
 http://www.cslsurveys.com

Project: THE ABBROOK ARMS PH LUXBRIDGE, UB8 1PW

EXISTING ELEVATIONS

Project No.	Revision	Date
1474491	F1	9/06/16
Proj. Scale	Sheet Size	Title
1:100	A1	21/06/2016

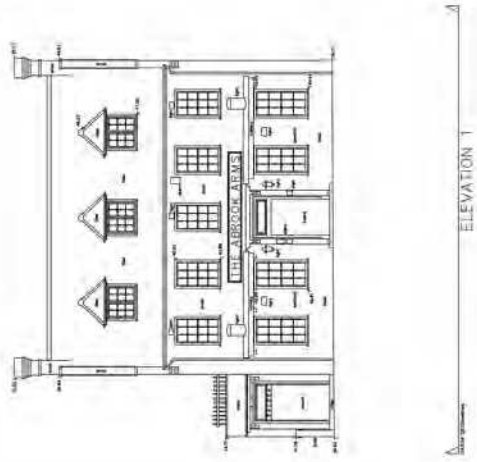
Level: Heads to 100000 unless otherwise stated



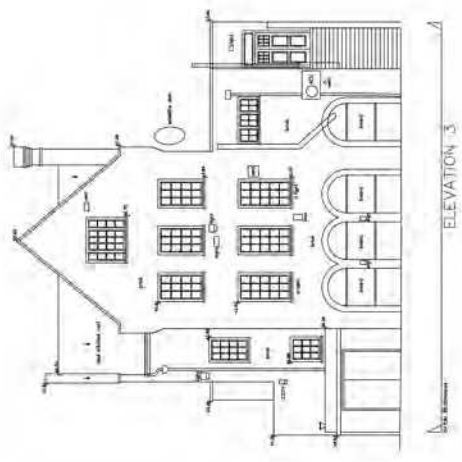
ELEVATION 2



ELEVATION 4



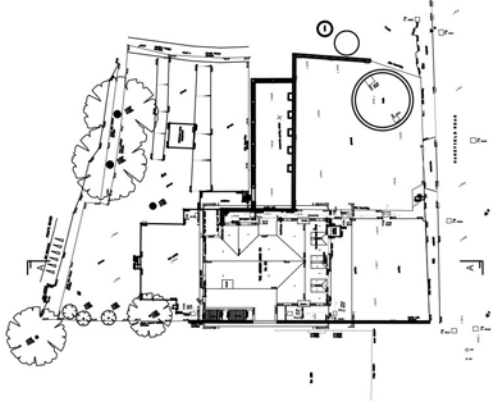
ELEVATION 1



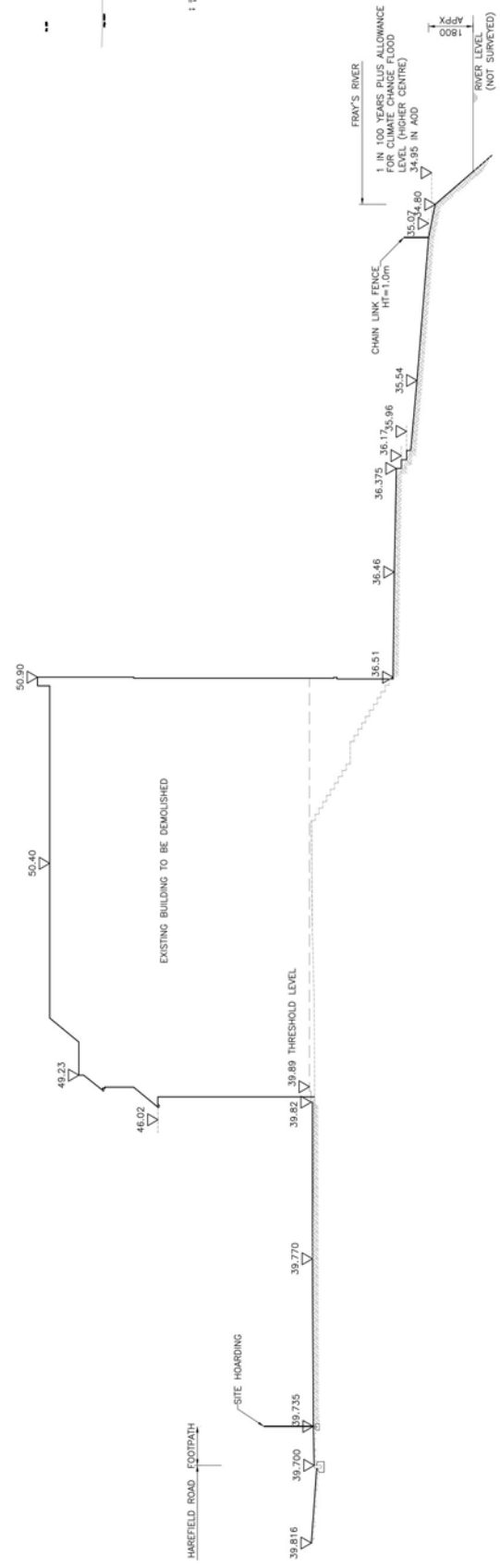
ELEVATION 3

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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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Email: barnard@barnard.co.uk

Scale: 1:100 A1  
1:200 A3

Drawn: **MG**  
Checked: **TB**

Proj. No. **16074-02**  
Revision **P1**

Date: **22.02.17**  
Issue: **F188 Issue02 17.05.09**

**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 call and sub-structure drawings information see engineer's drawings.  
 For building services see mechanical and electrical drawings.  
 All areas are approximate.



Code	Description	Author	Date	Scale
C	For Planning	MB	17/07/16	A1
B	Structural	MB	17/07/16	A1
A	For Planning	MB	17/07/16	A1
1	For Planning	MB	17/07/16	A1
2	For Planning	MB	17/07/16	A1
3	For Planning	MB	17/07/16	A1
4	For Planning	MB	17/07/16	A1
5	For Planning	MB	17/07/16	A1
6	For Planning	MB	17/07/16	A1
7	For Planning	MB	17/07/16	A1
8	For Planning	MB	17/07/16	A1
9	For Planning	MB	17/07/16	A1
10	For Planning	MB	17/07/16	A1
11	For Planning	MB	17/07/16	A1
12	For Planning	MB	17/07/16	A1
13	For Planning	MB	17/07/16	A1
14	For Planning	MB	17/07/16	A1
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27	For Planning	MB	17/07/16	A1
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**Froncastle Homes LLP**  
 Project:  
 Redevelopment of Abrook Arms  
 191 Harold Road  
 Uxbridge  
 UB8 1PW  
 Drawing:  
 Proposed Basement Plan

Sheet	Date	Drawn	Checked
T100 @ A1	July 16	JL	MB

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 F 020 8487 1722  
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Drawing No.	3	10	C
4803	3	10	C



**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 drainage information see engineer's drawings.  
 For building services see mechanical and electrical drawings.  
 All areas are approximate.



Site location plan 1:1250

SCALE 1:100



# PLANNING

Code	Description	Number	Area	Unit
A	Bedroom 1	1	11.2	sqm
B	Bedroom 2	1	11.2	sqm
C	Bedroom 3	1	11.2	sqm
D	Bedroom 4	1	11.2	sqm
E	Bedroom 5	1	11.2	sqm
F	Bedroom 6	1	11.2	sqm
G	Bedroom 7	1	11.2	sqm
H	Bedroom 8	1	11.2	sqm
I	Bedroom 9	1	11.2	sqm
J	Bedroom 10	1	11.2	sqm
K	Bedroom 11	1	11.2	sqm
L	Bedroom 12	1	11.2	sqm
M	Bedroom 13	1	11.2	sqm
N	Bedroom 14	1	11.2	sqm
O	Bedroom 15	1	11.2	sqm
P	Bedroom 16	1	11.2	sqm
Q	Bedroom 17	1	11.2	sqm
R	Bedroom 18	1	11.2	sqm
S	Bedroom 19	1	11.2	sqm
T	Bedroom 20	1	11.2	sqm
U	Bedroom 21	1	11.2	sqm
V	Bedroom 22	1	11.2	sqm
W	Bedroom 23	1	11.2	sqm
X	Bedroom 24	1	11.2	sqm
Y	Bedroom 25	1	11.2	sqm
Z	Bedroom 26	1	11.2	sqm
AA	Bedroom 27	1	11.2	sqm
AB	Bedroom 28	1	11.2	sqm
AC	Bedroom 29	1	11.2	sqm
AD	Bedroom 30	1	11.2	sqm
AE	Bedroom 31	1	11.2	sqm
AF	Bedroom 32	1	11.2	sqm
AG	Bedroom 33	1	11.2	sqm
AH	Bedroom 34	1	11.2	sqm
AI	Bedroom 35	1	11.2	sqm
AJ	Bedroom 36	1	11.2	sqm
AK	Bedroom 37	1	11.2	sqm
AL	Bedroom 38	1	11.2	sqm
AM	Bedroom 39	1	11.2	sqm
AN	Bedroom 40	1	11.2	sqm
AO	Bedroom 41	1	11.2	sqm
AP	Bedroom 42	1	11.2	sqm
AQ	Bedroom 43	1	11.2	sqm
AR	Bedroom 44	1	11.2	sqm
AS	Bedroom 45	1	11.2	sqm
AT	Bedroom 46	1	11.2	sqm
AU	Bedroom 47	1	11.2	sqm
AV	Bedroom 48	1	11.2	sqm
AW	Bedroom 49	1	11.2	sqm
AX	Bedroom 50	1	11.2	sqm
AY	Bedroom 51	1	11.2	sqm
AZ	Bedroom 52	1	11.2	sqm
BA	Bedroom 53	1	11.2	sqm
BB	Bedroom 54	1	11.2	sqm
BC	Bedroom 55	1	11.2	sqm
BD	Bedroom 56	1	11.2	sqm
BE	Bedroom 57	1	11.2	sqm
BF	Bedroom 58	1	11.2	sqm
BG	Bedroom 59	1	11.2	sqm
BH	Bedroom 60	1	11.2	sqm
BI	Bedroom 61	1	11.2	sqm
BJ	Bedroom 62	1	11.2	sqm
BK	Bedroom 63	1	11.2	sqm
BL	Bedroom 64	1	11.2	sqm
BM	Bedroom 65	1	11.2	sqm
BN	Bedroom 66	1	11.2	sqm
BO	Bedroom 67	1	11.2	sqm
BP	Bedroom 68	1	11.2	sqm
BQ	Bedroom 69	1	11.2	sqm
BR	Bedroom 70	1	11.2	sqm
BS	Bedroom 71	1	11.2	sqm
BT	Bedroom 72	1	11.2	sqm
BU	Bedroom 73	1	11.2	sqm
BV	Bedroom 74	1	11.2	sqm
BW	Bedroom 75	1	11.2	sqm
BX	Bedroom 76	1	11.2	sqm
BY	Bedroom 77	1	11.2	sqm
BZ	Bedroom 78	1	11.2	sqm
CA	Bedroom 79	1	11.2	sqm
CB	Bedroom 80	1	11.2	sqm
CC	Bedroom 81	1	11.2	sqm
CD	Bedroom 82	1	11.2	sqm
CE	Bedroom 83	1	11.2	sqm
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CG	Bedroom 85	1	11.2	sqm
CH	Bedroom 86	1	11.2	sqm
CI	Bedroom 87	1	11.2	sqm
CJ	Bedroom 88	1	11.2	sqm
CK	Bedroom 89	1	11.2	sqm
CL	Bedroom 90	1	11.2	sqm
CM	Bedroom 91	1	11.2	sqm
CN	Bedroom 92	1	11.2	sqm
CO	Bedroom 93	1	11.2	sqm
CP	Bedroom 94	1	11.2	sqm
CQ	Bedroom 95	1	11.2	sqm
CR	Bedroom 96	1	11.2	sqm
CS	Bedroom 97	1	11.2	sqm
CT	Bedroom 98	1	11.2	sqm
CU	Bedroom 99	1	11.2	sqm
CV	Bedroom 100	1	11.2	sqm

**Froncastle Homes LLP**  
 Project  
 Redevelopment of Abrook Arms  
 191 Harfield Road  
 Uxbridge  
 UB8 1PW  
 Drawing  
 Proposed Ground Floor Plan

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

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Drawing No.	4803	3	11	F
Rev. No.				







**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, call and sub-subject change information see engineer's drawings.  
 For building services, see mechanical and electrical drawings.  
 All areas are approximate.

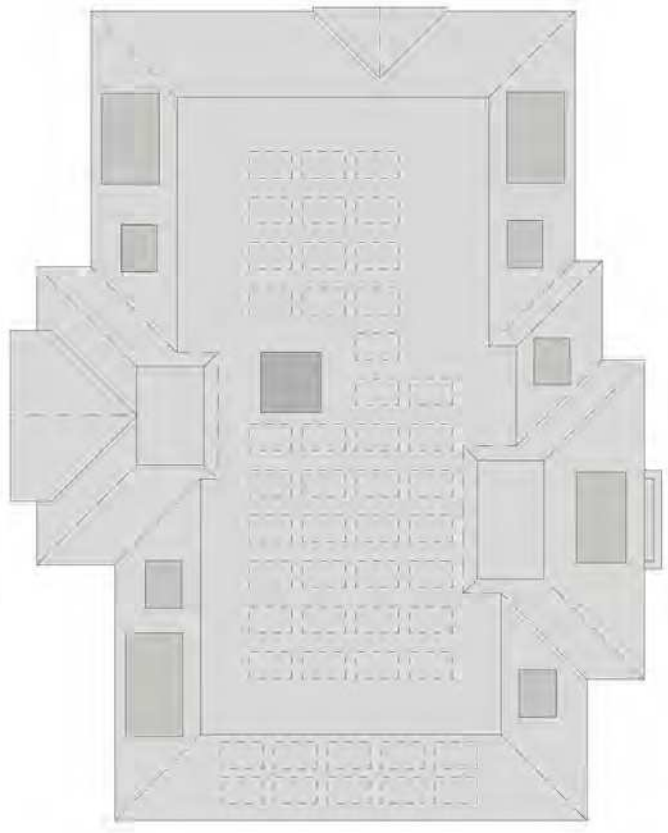
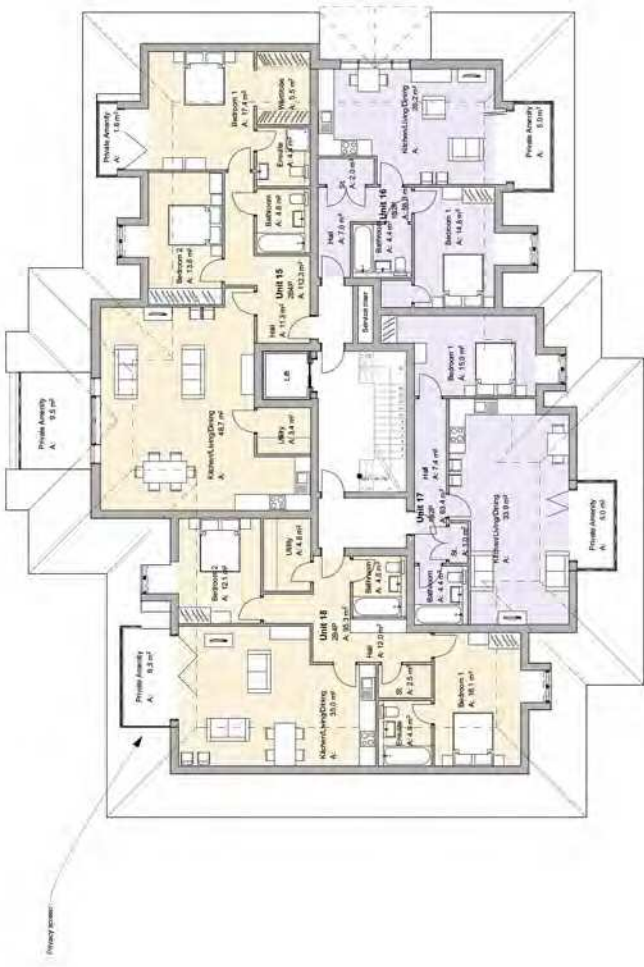
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2	Issue for construction	16/07/16	JL	MB
3	Issue for construction	16/07/16	JL	MB
4	Issue for construction	16/07/16	JL	MB
5	Issue for construction	16/07/16	JL	MB
6	Issue for construction	16/07/16	JL	MB
7	Issue for construction	16/07/16	JL	MB
8	Issue for construction	16/07/16	JL	MB
9	Issue for construction	16/07/16	JL	MB
10	Issue for construction	16/07/16	JL	MB

**Frendcastle Homes LLP**  
 Project:  
**Redevelopment of Abrook Arms**  
**191 Harfield Road**  
**Uxbridge**  
**UB8 1PW**  
 Drawing:  
**Proposed Second Floor and Roof Plan**

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

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Drawing No. **4803** | 3 | 13 | B  
 Rev No.



**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 drainage information see engineer's drawings.
- For building services see mechanical and electrical drawings.
- All areas are approximate.



# PLANNING

No.	Description	Author	Date
1	Preparation of plans	J. B. [unclear]	15/07/16
2	Check	J. B. [unclear]	15/07/16
3	Issue for approval	J. B. [unclear]	15/07/16
4	Check	J. B. [unclear]	15/07/16
5	Issue for construction	J. B. [unclear]	15/07/16

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

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

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Drawing No.	Sheet No.	Total No.
4803	3	15

**GENERAL NOTES**

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 All dimensions are structural and must be checked on site.  
 For structural, civil and sub-surface drainage 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	Issue for Planning	16/07/2016	JL	JAB
2	Issue for Planning	16/07/2016	JL	JAB
3	Issue for Planning	16/07/2016	JL	JAB
4	Issue for Planning	16/07/2016	JL	JAB
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7	Issue for Planning	16/07/2016	JL	JAB
8	Issue for Planning	16/07/2016	JL	JAB
9	Issue for Planning	16/07/2016	JL	JAB
10	Issue for Planning	16/07/2016	JL	JAB

**Froncastle Homes LLP**

Project  
 Redevelopment of Abrook Arms  
 191 Harefield Road  
 Uxbridge  
 UB8 1PW

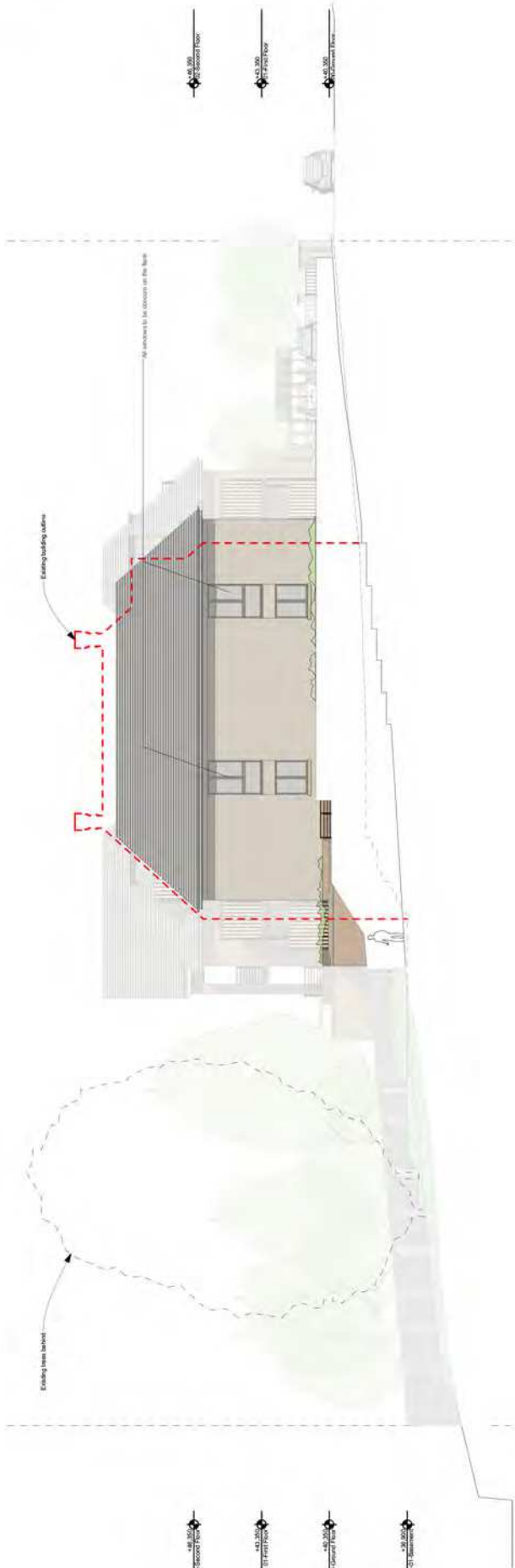
Drawings  
 Proposed Flank Elevations

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

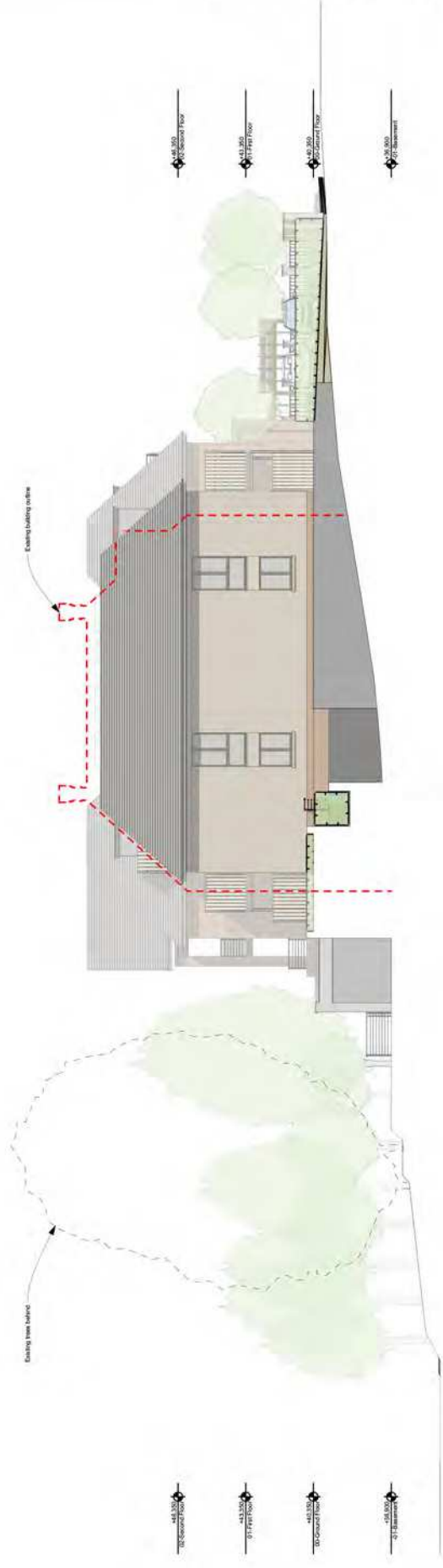
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Drawing No.	Rev. No.
4803	3
	17
	B



South-West Elevation



North-East Elevation

**GENERAL NOTES**

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 For structural, civil and services changes 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	Check
C	Checklist to work	MBROOKS	J	J
A	For approval	MBROOKS	J	J
PL	Planning Issues	MBROOKS	J	J
CD	Checklist	MBROOKS	J	J

**Froncastle Homes LLP**  
 Project:  
 Redevelopment of Abrook Arms  
 191 Harefield Road  
 Uxbridge  
 UB8 1PW  
 Drawing:  
 Proposed Rear and Flank Elevation

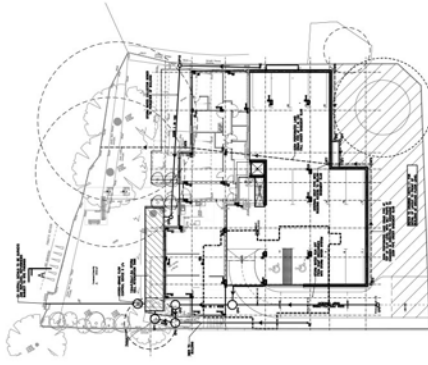
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 Date: July '16  
 Drawn: JF  
 Checked: JMB

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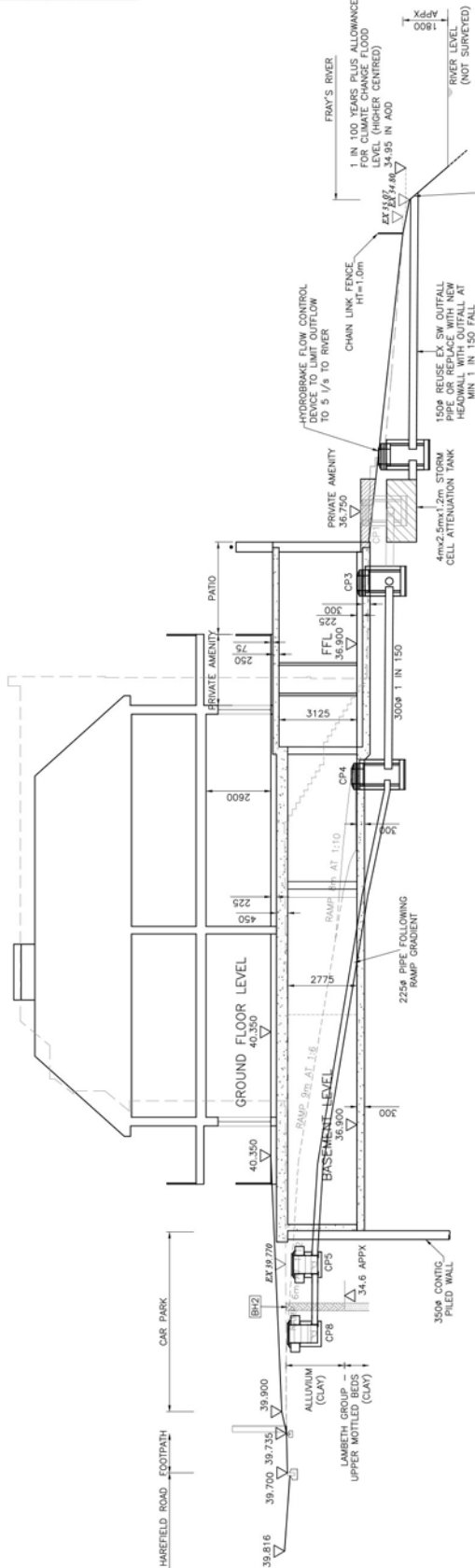
Drawing No: 4803 | 3 | 16 | C  
 Rev. No.

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



**KEY PLAN**



**SECTION A-A**

FRAY'S RIVER  
1 IN 100 YEARS PLUS ALLOWANCE FOR CLIMATE CHANGE FLOOD LEVEL (HIGHER CENTRED)  
24.95 IN AOD

HYDROBRAKE FLOW CONTROL TO SW OUTFLOW TO S 1/4 TO RIVER

CHAIN LINK FENCE HI=1.00m

EX 150Ø SW OUTFALL PIPE OR REPLACE WITH NEW EQUIVALENT MIN 1 IN 150 FALL

EX OUTFALL DETAILS TO BE SURVEYED AND REPLACED, REDESIGNED SUBJECT TO SITE FINDINGS

RIVER LEVEL (NOT SURVEYED)

1800 A.P.K.

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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 Fax No. 02048 874 9001  
 Email: barnard@barnard.co.uk

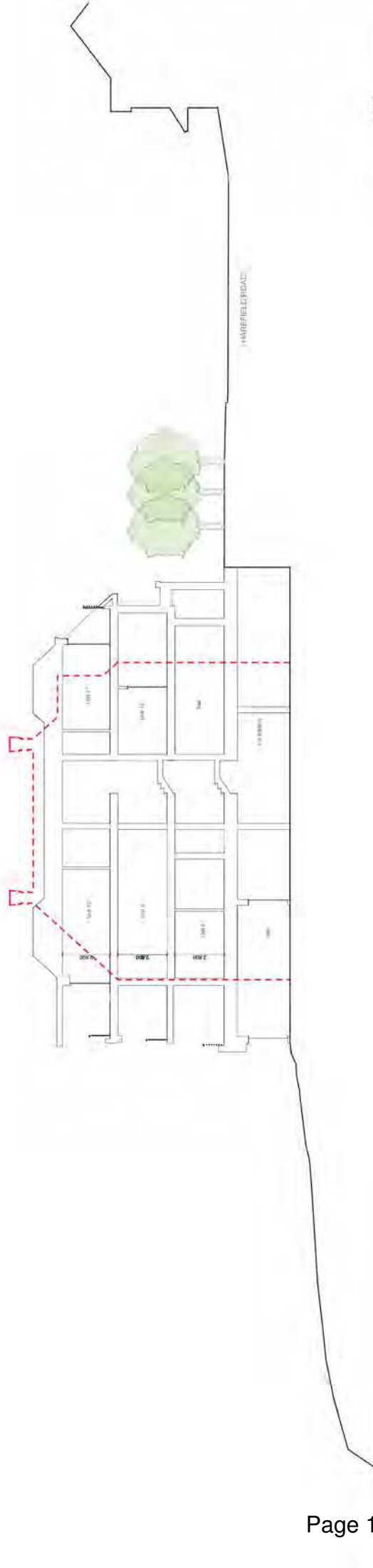
Scale: 1:1000 A1  
 1:2000 A3

Drawn: M/G  
 Checked: P1

Project No: 16074-15  
 Issue: F188 Issue02 17.05.09

**GENERAL NOTES**

- Drawings to be read in conjunction with the written report where possible.
- All dimensions are structural and must be checked on site.
- The structural, civil and subsurface design information was prepared in accordance with the Building Regulations and relevant standards.
- All items are approximate.



SCALE 1:100  
**PLANNING**

No.	Description	Checked By	Date
1	Prepared		
2	Checked		
3	Approved		
4	Revised		
5	Final		

**Frendcastle Homes LLP**  
 Project:  
 Redevelopment of Abrook Arms  
 191 Harrofield Road  
 Uxbridge  
 UB8 1PW  
 Drawing:  
**Proposed cross section**

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

**BrookesArchitects**




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 London SW13 9JY  
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Drawing No.	Sheet No.
4803	3 of 18



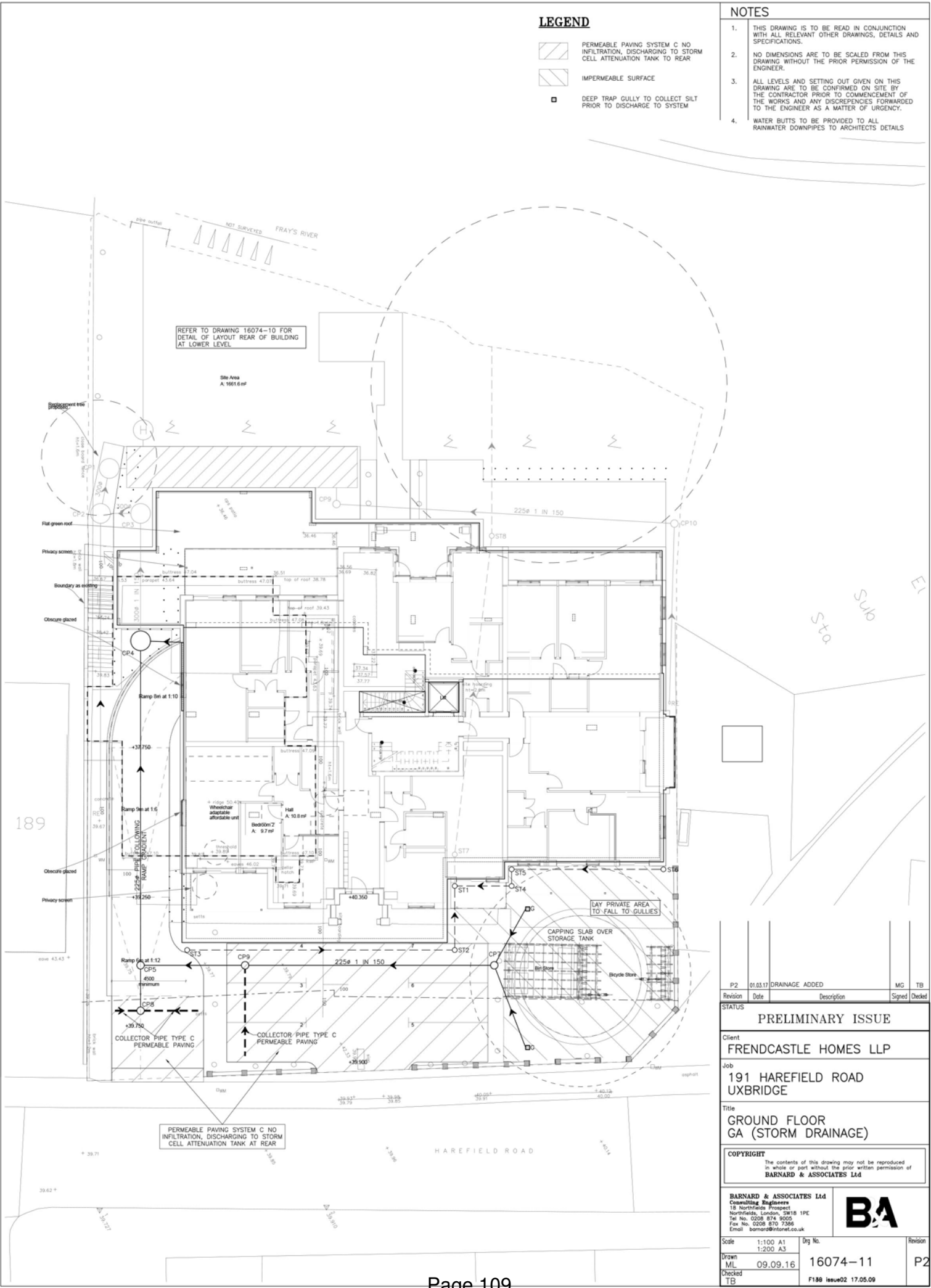


**LEGEND**

-  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**

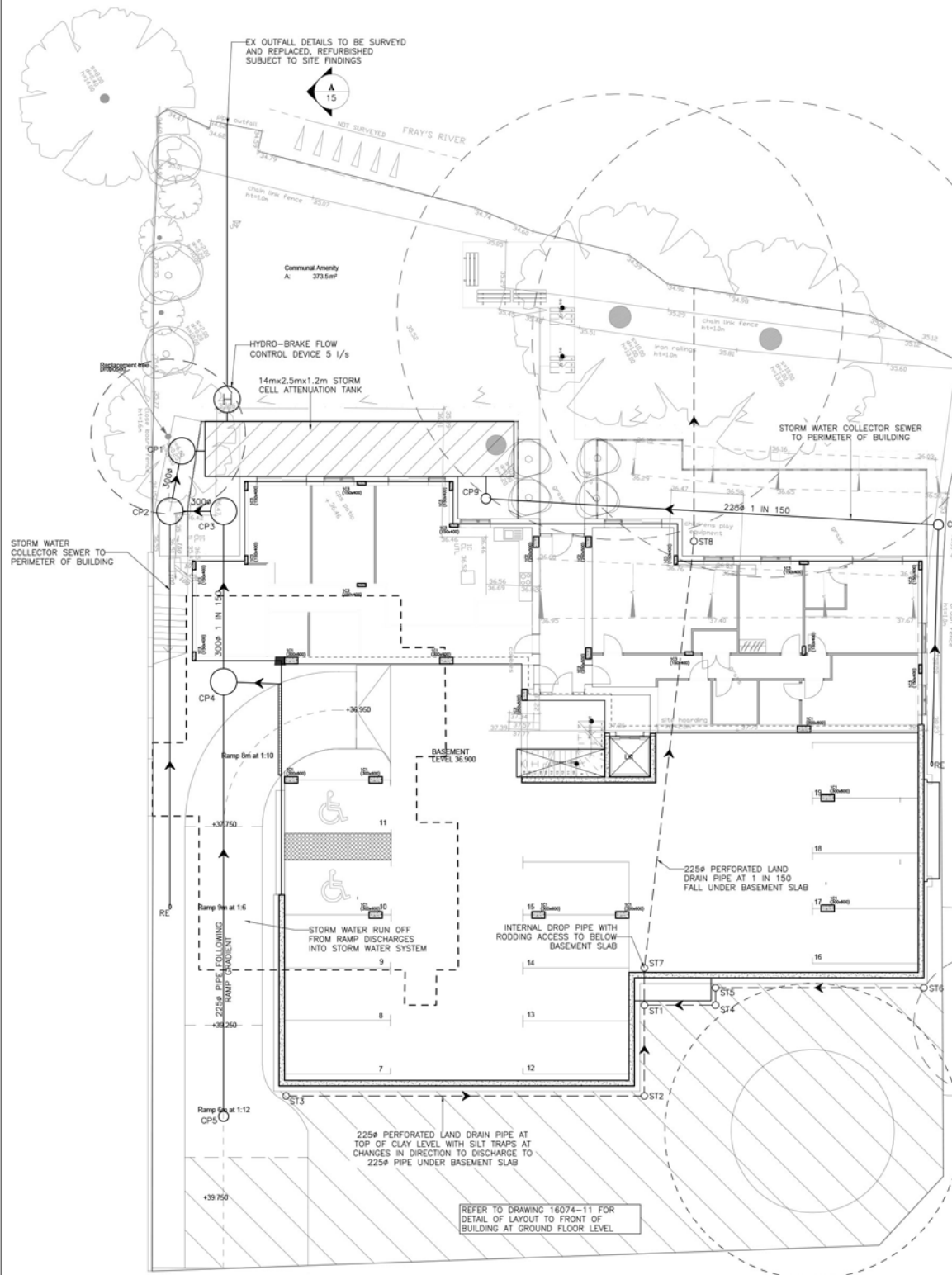
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P2	01.03.17	DRAINAGE ADDED	MG	TB
Revision	Date	Description	Signed	Checked
<b>PRELIMINARY ISSUE</b>				
Client <b>FRENCastle HOMES LLP</b>				
Job <b>191 HAREFIELD ROAD UXBRIDGE</b>				
Title <b>GROUND FLOOR GA (STORM DRAINAGE)</b>				
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<b>BARNARD &amp; ASSOCIATES Ltd</b> Consulting Engineers 18 Northfields Prospect Northfields, London, SW18 1PE Tel No. 0208 874 9000 Fax No. 0208 870 7366 Email barnard@intonet.co.uk				
Scale	1:100 A1	Dwg No.	Revision	
	1:200 A3			
Drawn	ML	09.09.16	<b>16074-11</b>	P2
Checked	TB		F186 issue02 17.05.09	

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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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Scale: 1:100 A1 1:200 A3	Dwg No.: 16074-10 Drawn: ML 09.09.16 Checked: TB	
		Revision: P2 F188 issue02 17.05.09

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

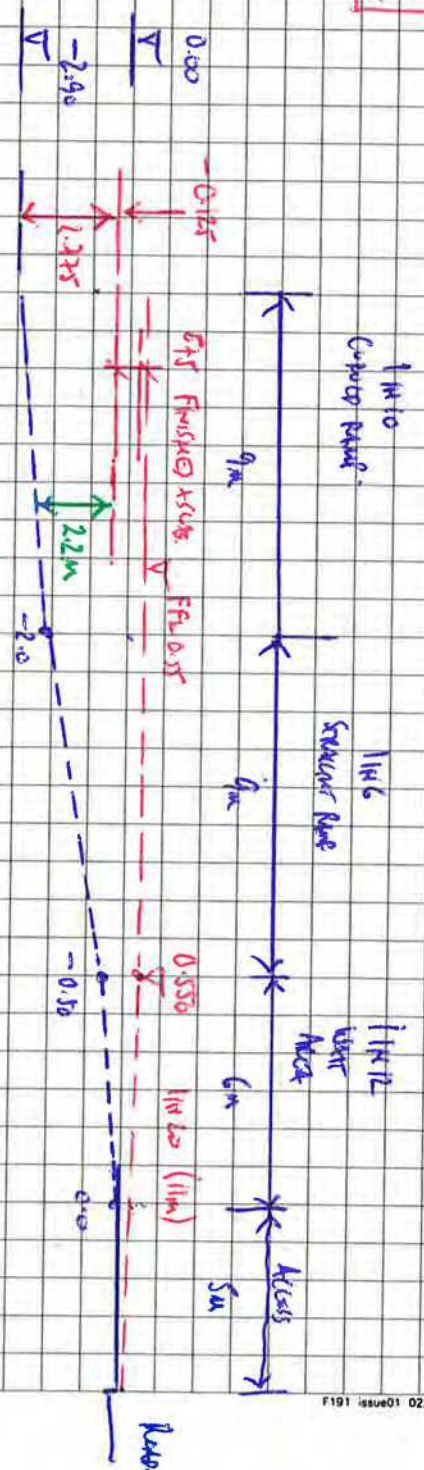
Checked By.

Rev.

410 SUP.  
225 FINISHED

Ramp Section 1:200

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Ramp =  
2.2m WEAR RAMP

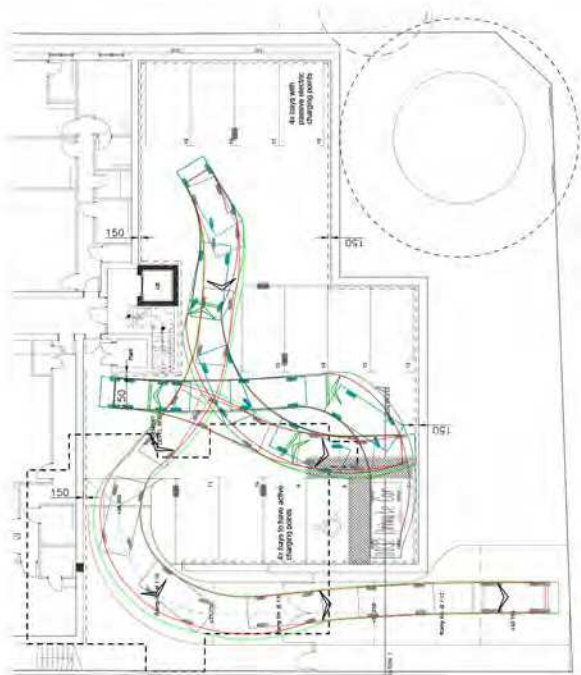


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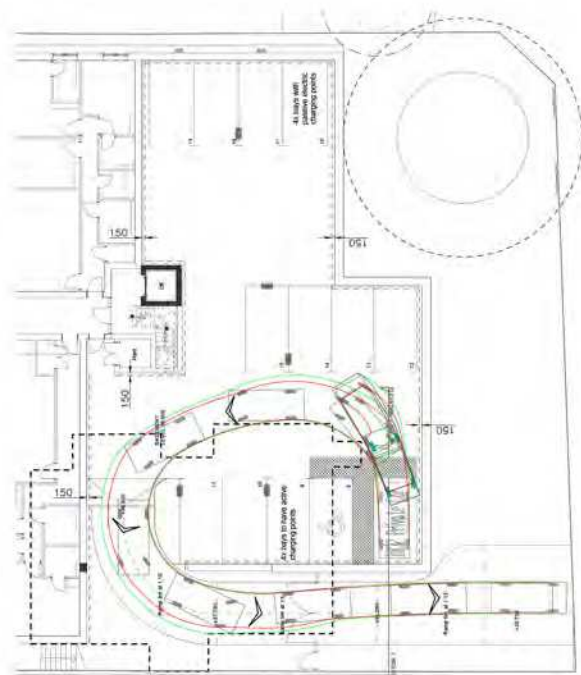
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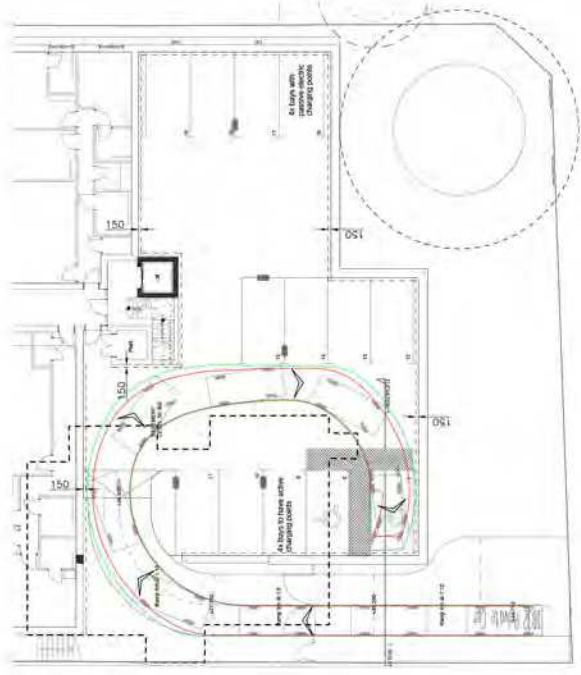
DB32 Car - 4.22m  
 Kerb to Kerb  
 Overall Width  
 Kerb to Kerb Height  
 Max Track Width  
 Kerb to Kerb Turning Radius



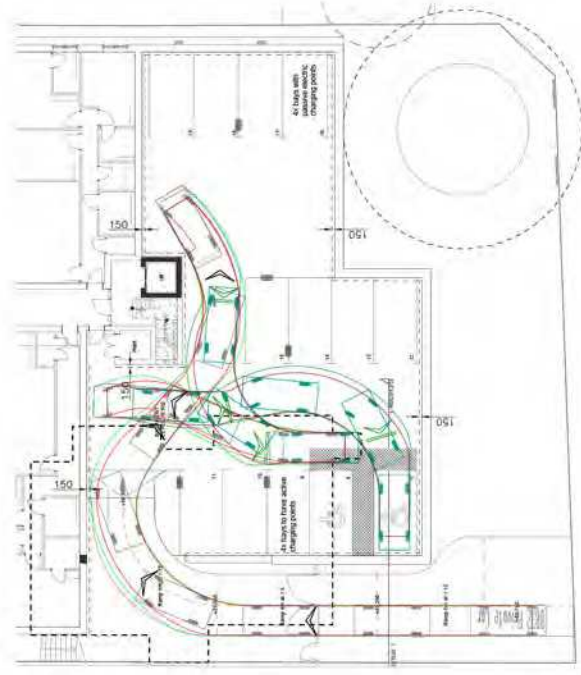
**DB32 CAR OUT REVERSE**  
 SCALE 1:150



**DB32 CAR OUT FORWARD**  
 SCALE 1:150



**DB32 CAR IN FORWARD**  
 SCALE 1:150



**DB32 CAR IN REVERSE**  
 SCALE 1:150

Revised	Date	Description	By	Checked
P2	31.05.17	LATEST BASEMENT LAYOUT ADDED	MG	TR
P1	31.08.16	FIRST ISSUE	MG	TR

**PRELIMINARY ISSUE**

Client  
**FRENCastle HOMES LLP**

Job  
**191 HAREFIELD ROAD  
 UXBRIDGE**

Title  
**CAR PARK TRACKING  
 SHEET 1 OF 4**

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Scale: 1:150 A3  
 1:300 A4

Drawn: 31.08.16  
 M/G

Checked: 16074-TR01  
 TR

Project: 16074-TR01

Revision: P2

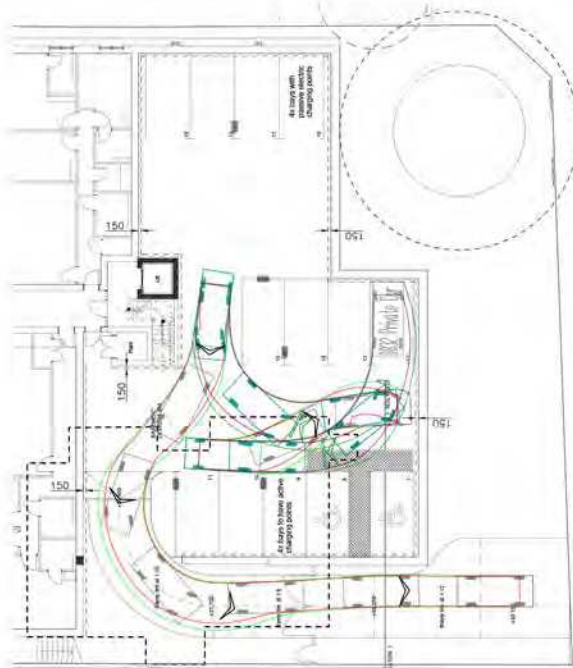
Date: 17.05.09

**NOTES**

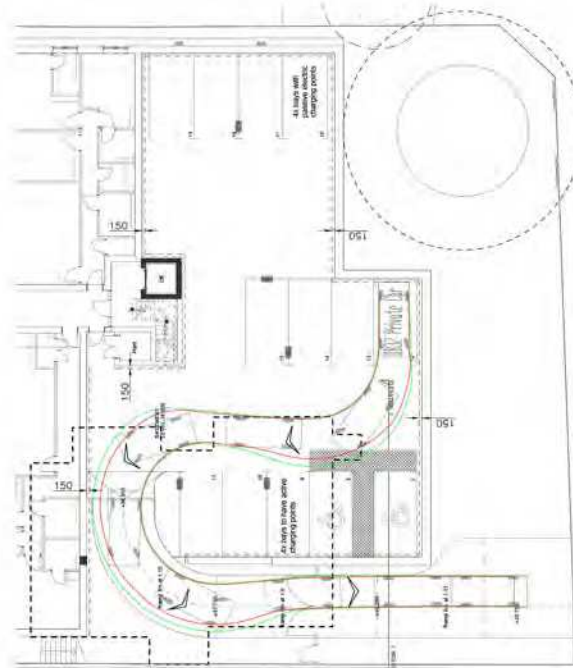
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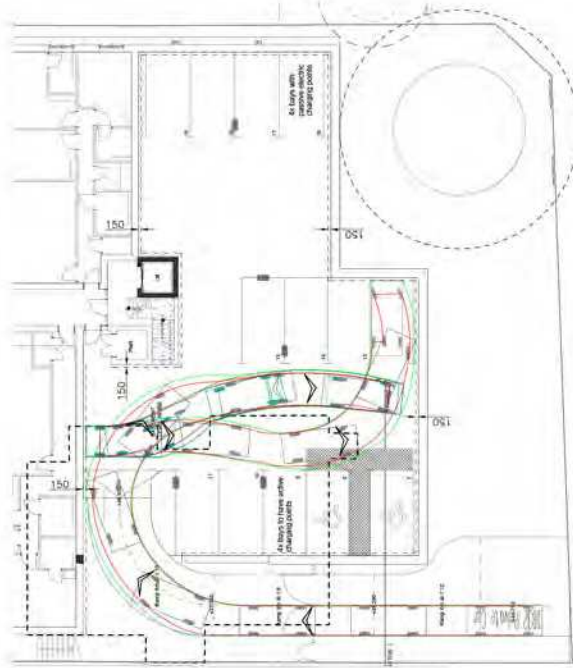
DB32 Car - 4220mm  
 Bumpout length - 1750mm  
 Overall height - 1500mm  
 Max body ground clearance - 160mm  
 Max track width - 1600mm  
 Wheel to curb turning radius - 5.000m



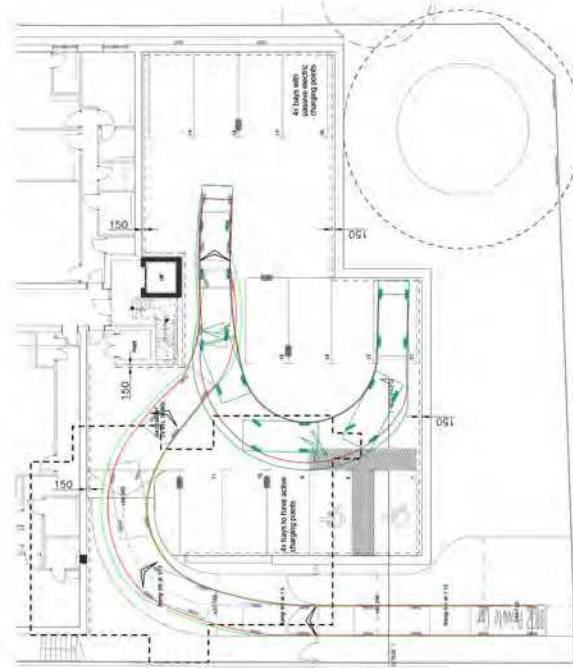
**DB32 CAR OUT REVERSE**  
 SCALE 1:150



**DB32 CAR OUT FORWARD**  
 SCALE 1:150



**DB32 CAR IN FORWARD**  
 SCALE 1:150



**DB32 CAR IN REVERSE**  
 SCALE 1:150

Revision	Date	Description	By	Checked
P2	31.05.17	LATEST BASEMENT LAYOUT ADDED	MG	TR
P1	31.08.16	FIRST ISSUE	MG	TR

**PRELIMINARY ISSUE**

Client: FRENDCASTLE HOMES LLP  
 Job: 191 HAREFIELD ROAD UXBRIDGE  
 Title: CAR PARK TRACKING SHEET 2 OF 4

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Scale: 1:150 A3  
 Drawn: 1:300 A3  
 Date: 31.08.16  
 Project: 16074-TR02  
 Sheet: 1B  
 P2  
 P18 Issue02 17.05.09

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DB32 Car (as per Car)  
 Overall length 4.22m  
 Wheelbase 1.75m  
 Overall width 1.55m  
 Kerb-to-kerb width 1.35m  
 Max track width 1.65m  
 Kerb-to-kerb turning radius 5.78m

Revision	Date	Description	By	Checked
P2	31.05.17	LATEST BASEMENT LAYOUT ADDED	MG	TB
P1	31.08.16	FIRST ISSUE	MG	TB

**PRELIMINARY ISSUE**

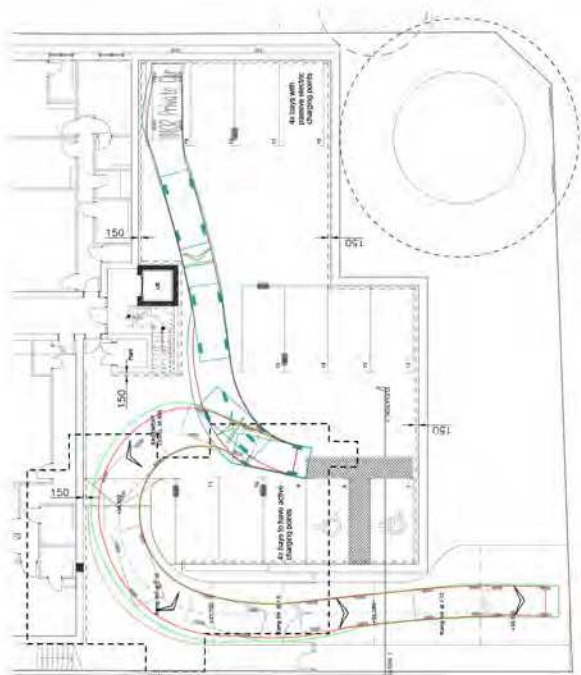
Client: FRENDCASTLE HOMES LLP  
 191 HAREFIELD ROAD  
 UXBRIDGE

Title: CAR PARK TRACKING  
 SHEET 3 OF 4

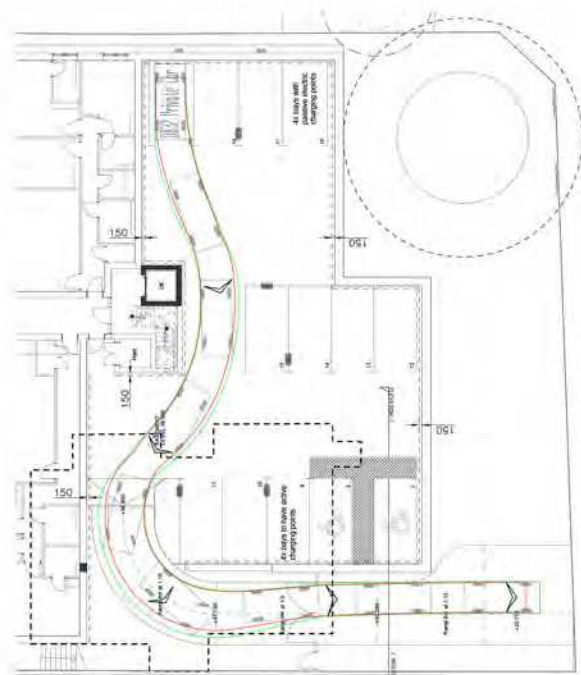
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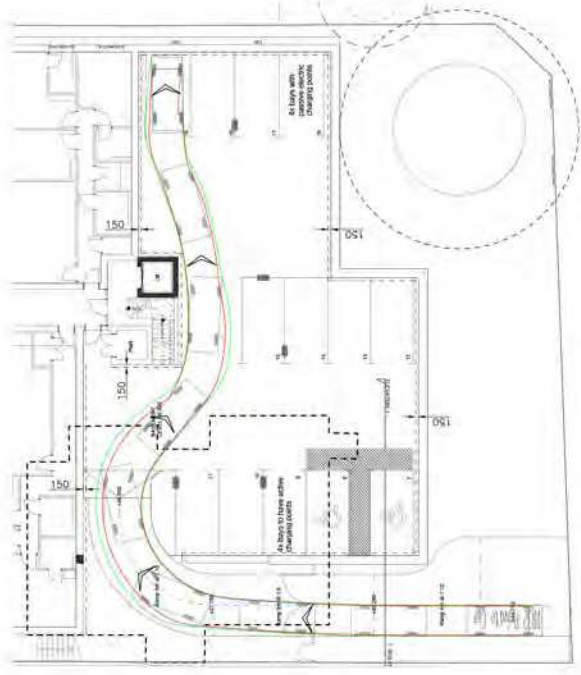
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 Drawn: MG  
 Checked: TB  
 Project: 16074-TR03  
 P1M Issue02 17.05.09



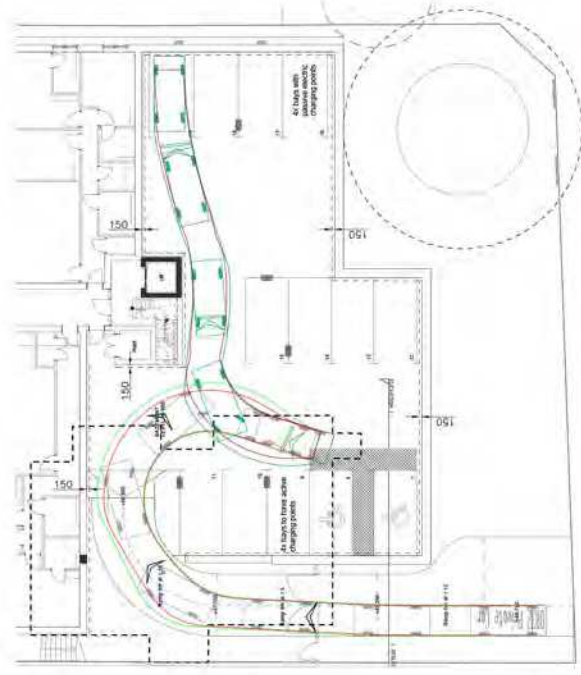
**DB32 CAR OUT REVERSE**  
 SCALE 1:150



**DB32 CAR OUT FORWARD**  
 SCALE 1:150



**DB32 CAR IN FORWARD**  
 SCALE 1:150



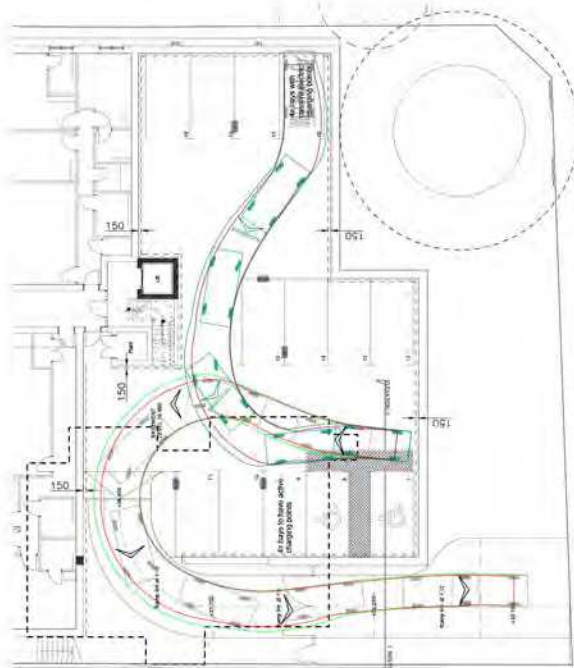
**DB32 CAR IN REVERSE**  
 SCALE 1:150

**NOTES**

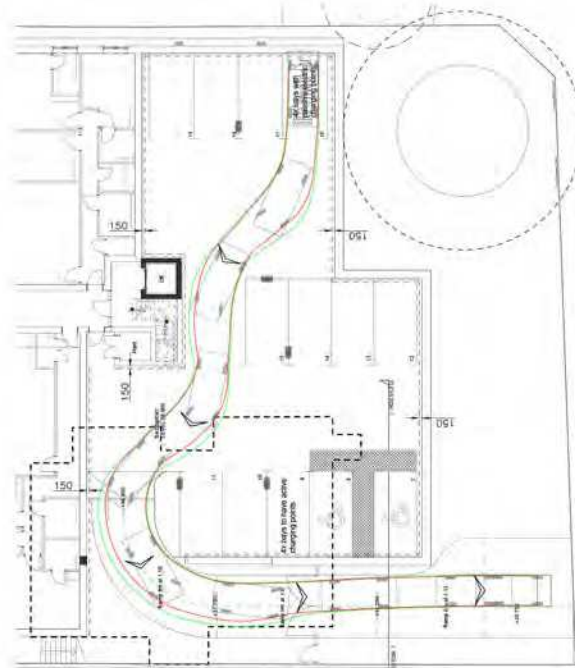
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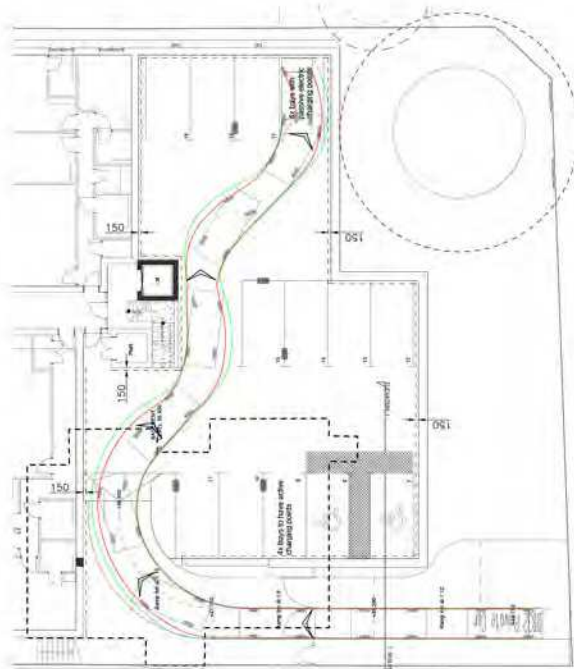
DB32 Car (with Car)  
 Overall length 4.22m  
 Overall width 1.71m  
 Overall height 1.52m  
 Wheelbase 1.52m  
 Max track width 1.62m  
 Kerb to kerb turning radius 5.78m



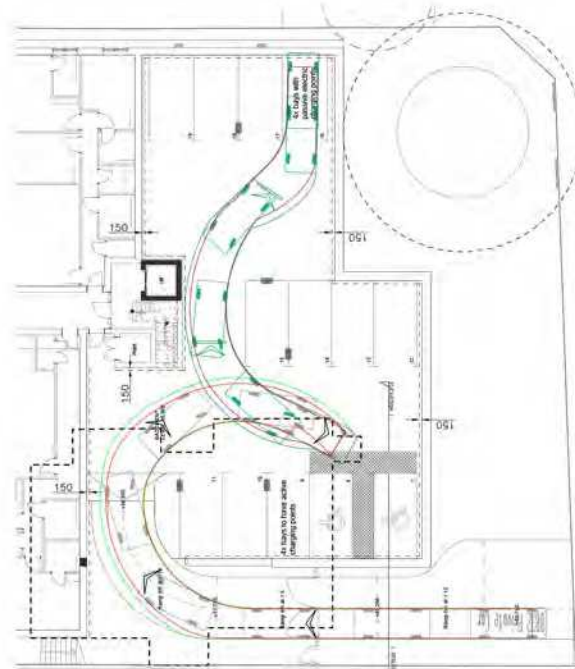
**DB32 CAR OUT REVERSE**  
 SCALE 1:150



**DB32 CAR OUT FORWARD**  
 SCALE 1:150



**DB32 CAR IN FORWARD**  
 SCALE 1:150



**DB32 CAR IN REVERSE**  
 SCALE 1:150

Revision	Date	Description	By	Checked
P2	31.08.17	LATEST BASEMENT LAYOUT ADDED	MG	TR
P1	31.08.16	FIRST ISSUE	MG	TB

**PRELIMINARY ISSUE**

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**CAR PARK TRACKING**  
**SHEET 4 OF 4**

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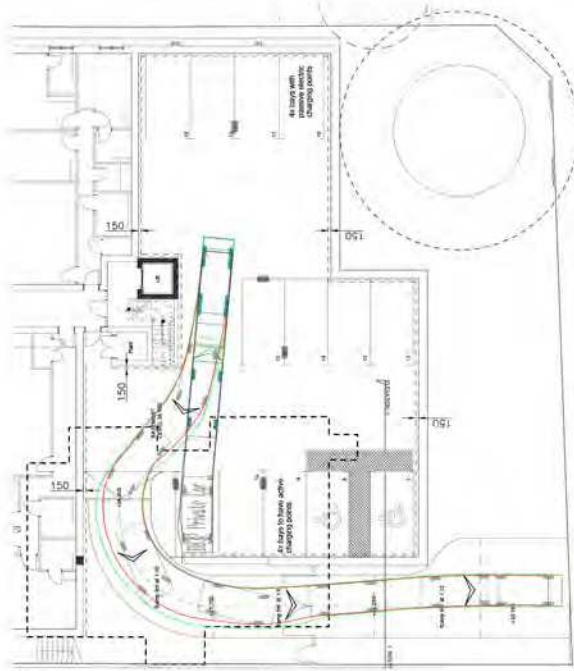
Scale	1:150 A3	Proj. No.	16074-TR04	Revision	P2
Drawn	MG	Date	31.08.16	Client	F1M Issue02 17.05.09
Checked	TB				

**NOTES**

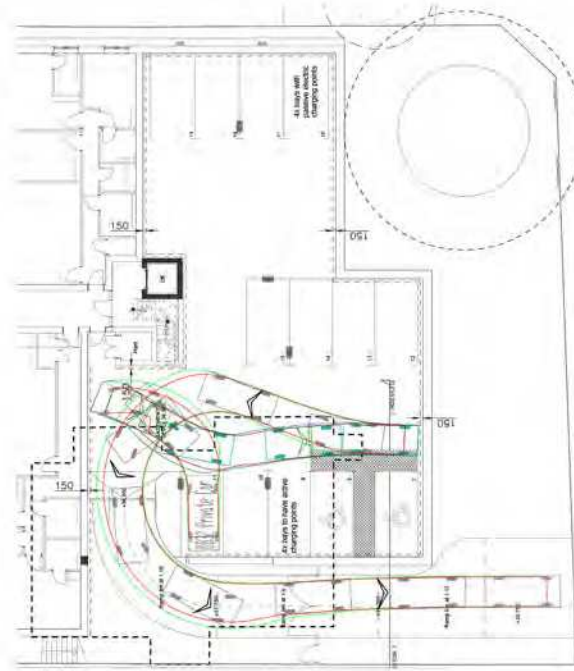
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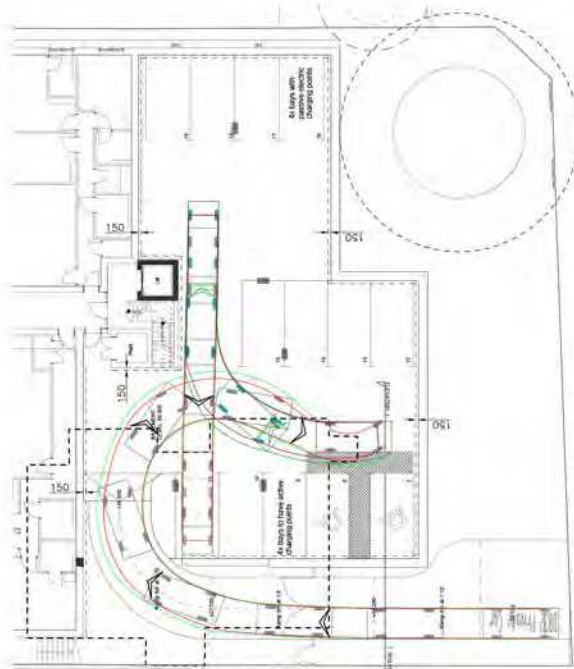
DB32 Car  
 Barchin West Car  
 Overall length 4.22m  
 Overall width 1.75m  
 Front overhang 1.35m  
 Rear overhang 1.65m  
 Max track width 1.65m  
 Wheel to curb turning radius 5.78m



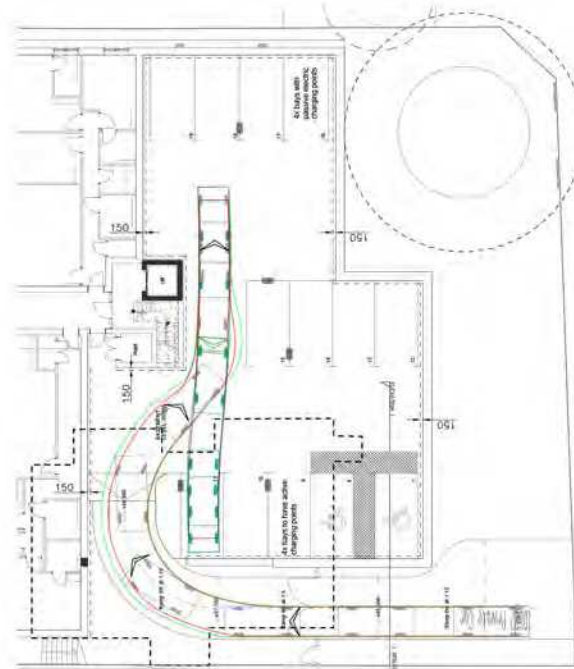
**DB32 CAR OUT REVERSE**  
 SCALE 1:150



**DB32 CAR OUT FORWARD**  
 SCALE 1:150



**DB32 CAR IN FORWARD**  
 SCALE 1:150



**DB32 CAR IN REVERSE**  
 SCALE 1:150

Revision	Date	Description	By	Checked
P1	31.05.17	FIRST ISSUE	MG	TB

**PRELIMINARY ISSUE**

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 Job: 191 HAREFIELD ROAD UXBRIDGE  
 Title: CAR PARK TRACKING SHEET 5

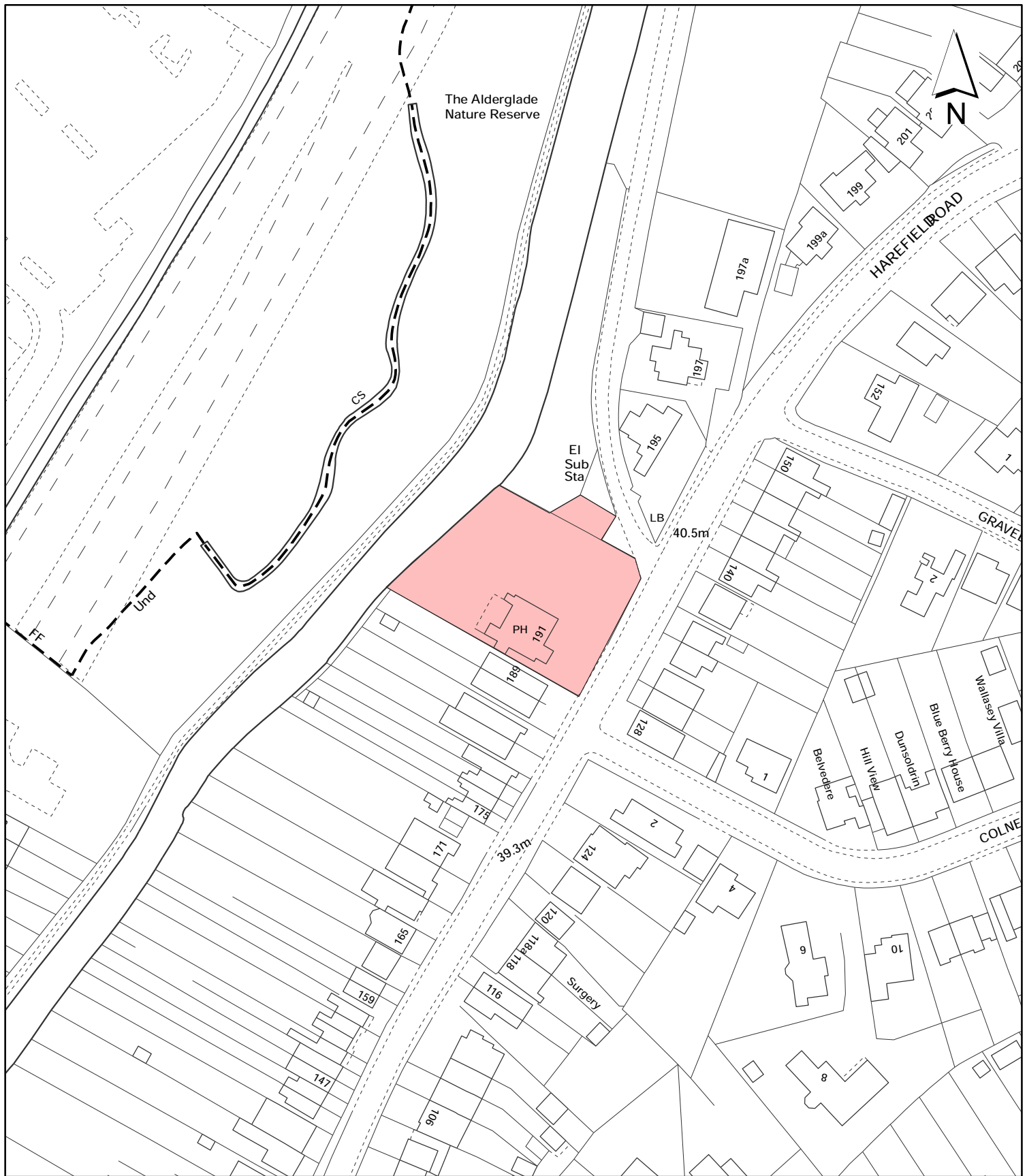
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Drawn	MG	Issue Date	31.05.17
Checked	TB	Revision	P1
Project	1181 Rev02 17.05.09		





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 OF HILLINGDON**  
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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 117**

Date:  
**November 2017**



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