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Planning Statement

for

Proposed construction of 5 x 3-bed dwellings in a two-storey terrace with associated parking including demolition of the single storey rear extension to existing public house.

at

**Land Rear of
830 Uxbridge Road, Hayes UB4 0RR**

BMD/1129

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Introduction

This document has been prepared as part of a planning application for the redevelopment of the site at land to the rear of 830 Uxbridge Road, formerly the Adam & Eve Public House, now the Shiraz Afghan Restaurant.

A planning application Ref: 1078/APP/2022/1642 was submitted for the erection of a terrace of 6 x 3-bedroom houses on land to rear of existing Public House including demolition of existing function room and erection of new bin and bike stores.

The planning application was withdrawn on the advice of the planning officer to allow for changes to be made to the design prior to a re-submission.

A pre-application advice request Ref: 1078/PRC/2022/228 was submitted address the previous concerns, prior to re-submitting a planning application.

This Planning Statement will address the main points raised in the pre-application report received from the Local Authority.



Image 1 Aerial View

Existing Use

The site is located within the Uxbridge Road, Hayes Town Centre and forms part of its Secondary Shopping Area.

The application site is currently in use as a restaurant at ground floor level with a 9-bedroom House of Multiple Occupancy (HMO) at first floor level.

At the rear of the existing building is a function room which was a later addition to the public house.

This function room is in poor repair and shall be demolished as part of this planning application.



Image 2 Function Room to be Demolished

There is also an existing small office building at the rear of the site that shall be demolished as part of this application.



Image 3 Office Building to be Demolished

There is currently parking at the front of the restaurant for up to 8 cars for use by the restaurant.

At the rear of the property there is a car park area which has been in separate use for car storage.

This is the area where the proposed development shall be located.



Image 4 Existing Site Plan

Pre-Application Advice Request Comments

1. Principle of Development

Policy DMCI 1 of the Local Plan Part 2 states 'Proposals involving the loss of an existing community facility will be permitted if:

A) the specific use is no longer required on-site. In such circumstances, the applicant must provide evidence demonstrating that:

i) the proposal would not lead to a shortfall in provision for the specific use within the local catchment area;

ii) 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; and

iii) any replacement/relocated facilities for the specific use provides a level of

accessibility and standard of provision at least equal to that of the existing facility.

B) the activities carried out are inconsistent and cannot be made consistent with

acceptable living conditions for nearby residents; and

C) the redevelopment of the site would secure an over-riding public benefit.'

The previous Adam & Eve Public House is now in use as the Shiraz Afghan Restaurant.

This change of use at the property followed a long period when the building was vacant.

The rear function room is of poor construction and fell into disrepair as seen in the images above and would be too costly to repair.

The new restaurant is very successful and have brought the main public house building back into use.

The tenants have no requirement for the rear function room and therefore the proposed demolition of this section of the building and redevelopment of the site to provide new family housing would secure an over-riding public benefit.

The proposals involve the loss of part of a car park serving a community facility (public house). The loss of the car park should be justified in any future application as to its impact on the viable functioning of the pub use and it should be demonstrated that the proposal complies with policy DMCI 1.

The rear car park area had been in use as a car sales area and no parking was provided at the rear of the building for the public house for a number of years,

The restaurant has an internal floor area of approximately 300sqm, not including the rear function room that is to be demolished.

The councils local plan states restaurants with a PTAL Rating 4-2 should provide 1 space for every 50-30 sqm

The site has a PTAL Rating of 3 which is defined as Moderate.

The restaurant has parking at the front of the property for up to 8no. cars which shall be retained.

The Transport Assessment submitted as part of the Application shall examine the parking in more detail.

Notwithstanding the above, the introduction of additional housing on brownfield land is supported by the Local Plan, London Plan and NPPF and it is considered that the principle of redeveloping the site for residential purposes is acceptable, subject to compliance with other material planning considerations.

The principle of the redevelopment of the site was considered acceptable.

Housing Mix

The proposal seeks to provide 5 x 3 bedroom houses the proposal would assist the Council's housing strategy in providing new family size residential accommodation in compliance with Policy DMH 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy H10 of the London Plan (2021) and paragraph 61 of the National Planning Policy Framework. The proposed housing mix is supported.

The provision of 5 x 3 bedroom properties on the site was considered acceptable.

2 Design

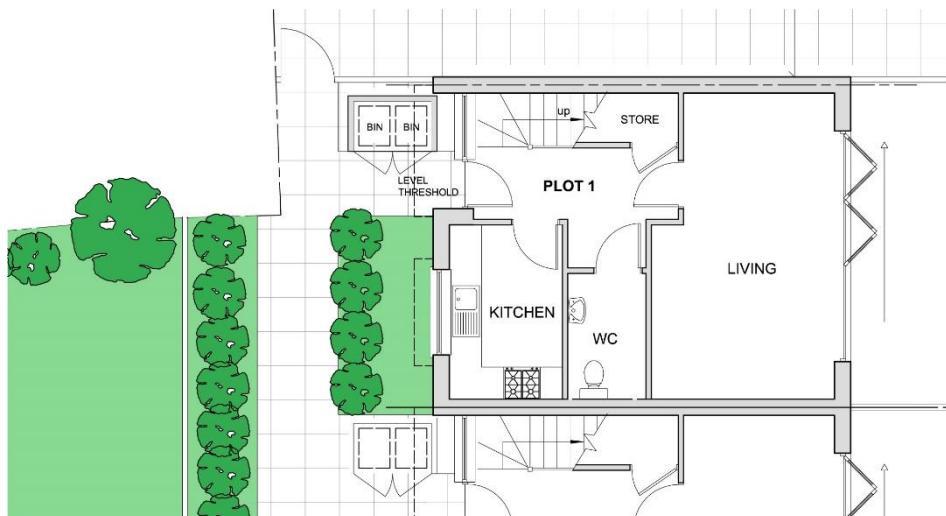
The Adam & Eve Public House is a locally listed building (non-designated heritage asset) that is situated in a prominent location within the Hayes Village Conservation Area (CA) that makes a positive contribution to its character and appearance. This current proposal seeks to satisfy the previous design and conservation comments to overcome the cramped form of development and create an appropriate setting for the pub.

While it is appreciated that the number of proposed houses has been reduce from 6 to 5, concern is raised that the most westerly dwelling directly faces the rear boundary wall of no. 832 Uxbridge Road.

More information is required to explain the interface between the proposed house and height of the boundary treatment, possibly with a section. It is considered that the current arrangement potentially creates a sub-optimal juxtaposition delivering a poor outlook to the end dwelling.

To address the concerns raised with regards to the outlook of the most westerly dwelling (Plot 1) the orientation of the new houses has been mirrored.

The result is that the outlook from the kitchen and bedroom of Plot 1 will now be towards the HMO communal garden rather than the rear wall of 832 Uxbridge Road.



Both the front and rear of the Adam & Eve Public House is dominated by car parking. This application is the opportunity to improve the setting of this locally listed building and the CA.

The layout to the rear of the pub:

The area provides eight car parking spaces for the HMO tenants, while only four is required to comply with the HMO parking standards of 1 space per 2 occupants.

Four spaces have now been removed for the HMO and will be justified in the Transport Statement.

Removing four car parking spaces would allow;

-the car parking hardscape along the front of the proposed houses to be broken up with small species trees to deliver a residential environment for the proposed housing;

The car park layout has been reconfigured following the removal of the four HMO spaces.

The amount of soft landscaping has been increased with planting in front of the new houses.

New planting strips are also proposed to the rear of the public house and along the boundary with the Job Centre.

-the bins storage to be relocated to avoid the bin area creating an uninviting arrival feature to the rear part of the site. Bins could be located to the frontage of the houses;

The bin stores for the new houses have been relocated to the frontage of the properties.

-the relocation of the cycle store to avoid all the HMO and residents crossing the frontage of the last two properties to access the store which delivers potential privacy issues for the two most westerly properties;

The Bike Store for the HMO has been relocated adjacent the HMO entrance.

The new houses will have individual bike stores provided in the rear gardens.

-A distinction between the car parking for the residential and HMO units. The site should be configured with car parking associated with the houses located along the house frontages and the HMO car parking along the pub rear elevation.

The car parking layout has been reconfigured to address this point.

Clarification is sought on the boundary treatment between the HMO open space and the proposed adjacent house. A 1.8m boundary fence would create a poor residential building frontage.

A 1m high metal railing will be provided around the HMO garden area with planting strip.

The rear elevation of the pub is proposed with a ground floor blank elevation. The inclusion of the vertical brick detailing found on east elevation and or green walling is recommended.

New non opening obscured windows are proposed at ground floor level to break up the rear wall. A new planting strip along the rear shall also soften the appearance of the rear of the building.

The layout to the front of the pub:

The parking at the front of the former public house is harmful to the setting of the locally listed building and neither preserves nor enhances the character and appearance of the conservation area. This adds to the 'sea' of parking around the buildings and is not supported.

The whole frontage area needs to be included in the proposals. This area could include a seating area for the restaurant customers and or greening/tree planting to replace the removed tree to enhance the character of the CA and setting of the locally listed building.

It is noted that this is an existing situation.

This is an existing situation as acknowledged in the Pre-App report.

Parking has historically been provided to the front of the Adam and Eve Public house as seen in the image below.

The parking for the restaurant at the front of the building is existing and shall be retained and therefore does not form part of this planning application.



Proposed houses

The rooms at ground floor level facing on to the car park with kitchens are proposed with obscured glazing. It is questioned whether these windows need to be obscured glass.

The glazing shall be partially obscured for half the window height to allow privacy as well as outlook.

Backland development is not uncommon along Uxbridge Road, as such the proposal is in keeping with the general pattern of development in the area. The general design of the proposed houses is also considered to be acceptable.

3 Amenity

Overall it is considered that the proposal is likely to have an acceptable impact on the amenities of nearby residents.

4 Highways

5 parking spaces for the dwellings are acceptable. These spaces would need to be allocated to each dwelling.

The parking for the 9no. HMO would appear to be an overprovision of parking. Using the local development plan they would only be allowed to have 4no. spaces. Would also require to have a transport appraisal and travel plan which suitable to this development.

Overall on-site parking should be limited to 9no. spaces and require signage which informs people that the spaces are for residents only.

The number of car parking spaces for the HMO has been reduced to 4 with 5 spaces for the new houses. Signage shall be provided and the residential spaces shall be allocated to each dwelling.

8no. cycle spaces would be provided at the front of the development which is currently a restaurant.

Therefore, this would leave 13no. for the dwellings at the rear. Policy would require that at least 8no for HMO and 10no. for the dwellings. separate bike stores should be provided for the HMO and adjacent to the building.

A Bike Store for the HMO with 8no. spaces has been provided adjacent the HMO entrance.

The new houses will have individual bike stores for 2 no. cycles provided in the rear gardens.

For EV provision I noticed that they made mention of providing 4no. spaces with EV points, with future provision for the rest. However, no specifics have been given to the type of charging points (active vs passive). The Highway Authority would require that at least 2no.points are provided with passive provision for the rest. However, we would welcome a higher amount for this development.

4 no. active charging points are proposed in the car park.

We would probably request that a speed reduction measures are incorporated (signage etc) which would stop vehicles from driving at excessive speeds out of the development site onto access which is shared by both cyclists and pedestrians. visibility from west of the access is very clear, though east of does present some issues as the buildings block some clear line of sight for those leaving the development.

Speed reduction measures shall be provided

We would require at least 1no. be designated a disabled parking bay.

1 disabled parking space is provided in the car park.

5 Accessibility

Based on the information submitted at this pre-application stage, the design is incompatible with the requirements of London Plan policy D7. Amendments would be necessary to ensure compliance and to prevent an Accessibility and Inclusive Design objection being raised. The design should also meet the minimum Gross Internal Area requirements as per London Plan policy D6.

The design meets the minimum Gross Internal Area requirements as per London Plan policy D6

1. Accessible parking will be required within the curtilage.

Parking is located in front of the new dwellings

2. Level access would need to be shown via all points of entry and exit.

Level access will be provided to all new dwellings

3. The entrance level W/C does not meet the requirements of M4(2) as specified in Approved Document M to the Building Regulations 2010 (2015 edition).

The entrance level W/C of the houses have been amended to meet the requirements.

4. Plans would be required detailing compliance with the prescribed standards set out in Approved Document M to the Building Regulations 2010 (2015 edition), clearly showing the required dimensions and clear access zones within entrance lobbies, passageways, living areas, bathrooms and bedrooms.

Shown on drawing 1129-17E

5. Particular attention should be given to the circulation space within the living/dining area to demonstrate adequate manoeuvring space for wheelchair users, when typical furniture items have been placed within the entrance level living space.

Shown on drawing 1129-17E

6. Any future full planning application should include a scaled drawing, at no less than 1:100, with typical furniture items in place.

Shown on drawing 1129-17E

7. A comprehensive Design & Access Statement would be required, setting out how the principles of access and inclusion have been incorporated.

Shown in Design and Access Statement

Internal Amenity Space

The internal floorspace of each dwelling should be 2.5m throughout 75% of the property to accord with Policy D6 of the London Plan (2021).

The submitted plans do not demonstrate this and therefore the proposal would provide a poor standard of living accommodation for future residents to the detriment of their amenities.

The internal ceiling heights shall be minimum 2.5m as shown on the updated drawings

Site Photos









