

## Report of the Head of Planning & Enforcement Services

**Address:** HONEYCROFT DAY CENTRE SITE HONEYCROFT HILL UXBRIDGE

**Development:** Redevelopment of site to provide a two storey building, with roofspace accommodation, comprising 26 residential units with associated access, parking and amenity space (Outline application with details of access, layout and scale only).

**LBH Ref Nos:** 6046/APP/2010/2679

**Drawing Nos:**

- 2009D58/P/01 Rev.B
- 2009D58/P/02 Rev.B
- 2009D58/P/03 Rev.B
- 2009D58/P/05 Rev.B
- 2009D58/P/06 Rev.B
- Design and Access Statement
- Transport Statement prepared by Bellamy Roberts dated January 20110
- Arboricultural Impact Assessment Report prepared by Landmark Trees dated 05/11/10
- Flood Risk Assessment prepared by MLM dated November 2010
- Energy Statement prepared by AECOM dated 02/02/11
- Badger Survey prepared by SES dated March 2011
- 2009D58/P/04 Rev.E
- 2009D58/P/07 Rev.C
- 2009D58/P/08 Rev.C
- 2009D58/P/09-1 Rev.C
- 2009D58/P/09-2 Rev.C
- 2009D58/P/11 Rev C
- 2009D58/P/12 Rev B

<b>Date Plans Received:</b>	22/11/2010	<b>Date(s) of Amendment(s):</b>	22/11/2010
<b>Date Application Valid:</b>	29/11/2010		07/02/2011
			08/02/2011
			07/03/2011

### 1. SUMMARY

This application seeks outline planning permission for the redevelopment of the former Honeycroft Day Centre site, located on the southern side of Honeycroft Hill in Uxbridge, to provide a residential block comprising 26 units with associated car parking and amenity space. Details of access, layout and scale have been provided at this stage with details of appearance and landscaping reserved for future consideration.

The size and scale of the proposed development is considered to be acceptable and the development would be visually acceptable in this location. The scheme complies with relevant guidelines within the Council's Supplementary Planning Document on Residential Layouts and would provide satisfactory living conditions for future occupants. Furthermore, it is not considered that the scheme would give rise to issues such as loss of privacy, loss of outlook or overshadowing, which would be detrimental to the residential amenity of occupiers of nearby properties, sufficient to justify refusal.

The proposed parking provision and access arrangements are considered to be satisfactory.

No objections are raised to the principle of the development in this location and the application is considered to comply with relevant UDP and London Plan policies. Accordingly, approval is recommended.

## 2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning permission, subject to the following:

1. That the applicant being the local authority and being the only legal entity with an interest in the land which is the subject of this application, and hence being unable to enter into a section 106 Agreement with the local planning authority, completes a Statement of Intent (Statement) to make provision for the following matters as would a third party developer under a section 106 planning obligation:
  - (i) That the applicant undertake a study (to be submitted to and approved by the Council) which examines all/any works on the highway that may be required to improve traffic flows at the Honeycroft Hill/Honey Hill road junction and carry out any works identified in the study as being necessary.
  - (ii) A contribution of £46,434 towards local education facilities.
  - (iii) A contribution of £8,489.13 towards primary healthcare provision.
  - (iv) A contribution of £901.14 towards library books and equipment.
  - (v) A contribution towards construction training for Hillingdon residents in the sum of £2,500 for every £1 million construction cost or a construction training scheme to be delivered on site during the construction phase of the development.
  - (vi) A contribution of £83,300 towards (or provision of off site 2 units) off site affordable housing.
  - (vi) 5% of total cash contributions secured towards the management and monitoring of the resulting agreement.
2. That the applicant meets the Council's reasonable costs in the preparation of the Statement and any abortive work as a result of the agreement not being completed.
3. That the officers be authorised to negotiate the terms of the proposed Statement.
4. That if the Statement of Intent is not finalised within a period of 6 months from the date of this resolution, or any other period deemed appropriate by the Head of Planning, Consumer Protection, Sport and Green Spaces, that the application may be referred back to the Committee for determination.
5. That subject to the above, the application be deferred for determination by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers.
6. That if the application is approved, the following conditions be attached:

1 SP01 **Council Application Standard Paragraph**

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the

land).

**2 OUT1 Time Limit- outline planning application**

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

**REASON**

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

**3 OUT2 Reserved matters - submission**

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: -

- (a) Appearance
- (b) Landscaping

**REASON**

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

**4 OUT3 Approval of Details**

Approval of the details of the appearance of the building and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended).

**5 OM1 Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

**REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 OM2 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 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be

completed before the building is occupied. Development shall be carried out in accordance with the approved details.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Existing and proposed site levels.
- (ii) Routes of any existing or proposed underground works and overhead lines including their manner of construction.

**REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**9 TL2 Trees to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan 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 construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with

BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' 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 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

**10 TL21 Tree Protection, Building & Demolition Method Statement**

Prior to development commencing on site, a method statement outlining the sequence of

development on the site including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

**REASON**

To ensure that trees can be satisfactorily retained on the site in accordance with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**11 TL3 Protection of trees during site clearance and development**

Prior to the commencement of any site clearance or construction work, 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. 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:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.
5. 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 to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**12 TL5 Landscaping Scheme - (full apps where details are reserved)**

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme.

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**13 TL6 Landscaping Scheme - implementation**

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

**REASON**

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**14 TL7 Maintenance of Landscaped Areas**

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

**REASON**

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

**15 MCD10 Refuse Facilities**

No development shall take place until details of facilities to be provided for the covered, appropriately sign posted, secure and screened storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

**REASON**

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**16 DIS1 Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**17 DIS2 Access to Buildings for People with Disabilities**

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

**REASON**

To ensure that people with disabilities have adequate access to the development in accordance with Policies AM13 & R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**18 DIS3 Parking for Wheelchair Disabled People**

Development shall not commence until details of parking provision for 3 wheelchair users, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented and thereafter these facilities shall be permanently retained.

**REASON**

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**19 DIS4 Signposting for People with Disabilities**

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

**REASON**

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**20 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards**

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

**21 NONSC Details of bathrooms**

Notwithstanding the approved plans, prior to the commencement of development, full details of the proposed bathrooms in the residential units, to include details relating to layout, floor gully drainage, etc, shall be submitted to and approved in writing by the Local Planning Authority. With regards to the proposed wheelchair accessible flat, details of the shower access and perimeter drainage, specifically, should be provided.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**22 NONSC Details of Evacuation Lift**

Prior to the commencement of development, full details of the proposed evacuation lift shall be shown on plan and approved in writing by the Local Planning Authority. A technical specification, to include details of the manufacturer and model number shall be provided.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

**23 H7 Parking Arrangements (Residential)**

The parking areas (including where appropriate, the marking out of parking spaces) including any garages and car ports shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants prior to the occupation of the development and thereafter be permanently retained and used for no other purpose.

**REASON**

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan July 2011).

**24 NONSC Vehicular access**

The development hereby approved shall not be occupied until the means of vehicular access has been constructed in accordance with details first submitted to and approved in writing by the Local Planning Authority.

**REASON**

In the interests of highway and pedestrian safety in accordance with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**25 NONSC Visibility splays 1**

The proposed access to the site shall be provided with driver visibility splays of 2.4m x 43m in both directions and shall be maintained free of all obstacles to visibility (unless otherwise agreed by the Local Planning Authority) between the 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 Unitary Development Plan Saved Policies (September 2007).

**26 NONSC Visibility splays 2**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the 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 Unitary Development Plan Saved Policies (September 2007).

**27 H16 Cycle Storage - details to be submitted**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for [enter number of bicycles] have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (July 2011).

**28 NONSC Private gardens**

Prior to commencement of development full details of the private garden areas to be provided for the ground floor units, including boundary treatments and landscaping, shall be submitted to and agreed in writing by the Local Planning Authority.

**REASON**

In the interests of visual amenity in compliance with policies BE13 and BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**29 OM14 Secured by Design**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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).

**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 (July 2011) Policies 7.1 and 7.3

**30 NONSC CCTV**

Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting and CCTV scheme shall be implemented prior to the first occupation of the development.

**REASON**

In the interests of crime prevention and visual amenity in compliance with Policies BE13 and BE18 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and advise in the Council's Supplementary Planning Guidance on Community Safety by Design.

**31 NONSC Noise 1**

Development shall not begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of sound insulation, acoustic ventilation and other measures as may be approved by 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 noise in accordance with policy OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**32 NONSC Noise 2**

Mechanical ventilation, air-conditioning or air handling plant and/or machinery shall not 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 Local Planning Authority. 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 Saved Policies (September 2007).

**33 NONSC Floodlighting**

No floodlighting 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 without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

**REASON**

To safeguard the amenity of neighbouring properties in relation to light pollution in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**34 NONSC 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 policies OE1 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **35 NONSC Environment Agency**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) for Honeycroft Hill Daycare Centre, Uxbridge, project Ref: JSC/6413629/JOH, November 2010 and associated documents (two addendums) and the following mitigation measures detailed within the documents:

- Provision of flood storage on site to compensate for losses of floodplain volume caused by the development.
- Finished floor levels are set no lower than 300mm above the 1 in 100 year flood level, taking the effects of climate change into account.
- Provision of appropriate bollards and signage to minimise the risks associated with flooding of the car park.

#### **REASON**

To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to minimise the adverse effects of flooding on the development and its users, in accordance with policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **36 NONSC Flood evacuation plan**

Prior to occupation of the development a flood warning and evacuation plan shall be submitted to and approved by the Local Planning Authority. The plan shall clearly set out how the occupants of the site will be warned of an impending flood event and the triggers for when the warnings will be given and in what form they will take. The plan shall also set out the evacuation procedures to ensure any people or property at risk can be removed prior to a flood event. Finally the plan should set out the risks associated with flooding and potential impacts of retrieving goods or property affected by flooding. The development shall be operated in accordance with the approved plan.

#### **REASON**

To minimise the risk of flooding to people and property in accordance with PPS25 and policies 5.12 of the London Plan (July 2011).

#### **37 NONSC Method statement**

Prior to commencement of development a detail method statement shall be submitted to and approved in writing by Local Planning Authority. This statement shall set out the methods to be used during and after construction to minimise harm to badgers. The construction and development works must proceed in accordance with the approved statement.

**REASON**

To minimise harm to badgers which are a protected species as set out in the Protection of Badger Act 1992 and to accord with Policy EC4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**38 SUS2 Energy Efficiency Major Applications**

Before the development is commenced, details demonstrating that 20% of energy requirements for the proposed development shall be supplied from renewable sources, or sufficient justification as to why this cannot be achieved at this site, shall be submitted to and approved in writing by the Local Planning Authority. The energy supplied to the development shall be in accordance with the details agreed unless the Local planning Authority gives written approval to any variation.

**REASON**

To ensure compliance with the Mayor's sustainability objectives under Policy 5.7 of the London Plan.

**39 SUS4 Code for Sustainable Homes details (only where proposed as**

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 4 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

**REASON**

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3

**40 SUS5 Sustainable Urban Drainage**

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

**REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

**41 SUS8 Electric Charging Points**

Before development commences, plans and details of one electric vehicle charging point, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

**42 TL20 Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

**REASON**

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1

**43 NONSC Parking allocation**

Prior to occupation of the development, a scheme for the allocation and designation of one parking space to each of the residential units, for their sole use, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the parking spaces shall be allocated and provided for the use of those residential units only for so long as the development remains in existence.

**REASON**

To ensure the scheme is supported by adequate parking provision in accordance with policy AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**44 NONSC Non Standard Condition**

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected on the building hereby approved.

**REASON**

To ensure that apparatus does not detract from the visual amenities of the area in accordance with Policy BE37 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**45 NONSC Contamination**

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval to the Local Planning Authority.

**REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

OL11	Green Chains
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.
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
OE5	Siting of noise-sensitive developments
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -

		(i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14		New development and car parking standards.
AM15		Provision of reserved parking spaces for disabled persons
LPP 3.4		(2011) Optimising housing potential
LPP 3.5		(2011) Quality and design of housing developments
LPP 3.8		(2011) Housing Choice
LPP 3.9		(2011) Mixed and Balanced Communities
LPP 5.1		(2011) Climate Change Mitigation
LPP 5.12		(2011) Flood risk management
LPP 5.13		(2011) Sustainable drainage
LPP 5.14		(2011) Water quality and wastewater infrastructure
LPP 5.2		(2011) Minimising Carbon Dioxide Emissions
LPP 5.3		(2011) Sustainable design and construction
LPP 5.7		(2011) Renewable energy
LPP 7.2		(2011) An inclusive environment

### **3 I1 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

### **4 I2 Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

### **5 I3 Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

### **6 I5 Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;  
build on the boundary with a neighbouring property;  
in some circumstances, carry out groundworks within 6 metres of an adjoining building.  
Notification and agreements under this Act are the responsibility of the building owner

and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

**7 I6 Property Rights/Rights of Light**

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

**8 I11 The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

**9 I12 Notification to Building Contractors**

The applicant/developer should ensure that the site contractor receives copies of all drawings approved and conditions/informatics attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

**10 I15 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

**11 I19 Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**12 I34 Building Regulations 'Access to and use of buildings'**

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://www.opsi.gov.uk)
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from [www.drc-gb.org](http://www.drc-gb.org).
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from [www.drc-gb.org](http://www.drc-gb.org).

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

**13 I47 Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

**14 I58 Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: [petersale@hillingdontraining.co.uk](mailto:petersale@hillingdontraining.co.uk)

**15**

With regards to condition 22 which requires details of accessible bathrooms you are advised of the following:

1. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

2. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gulley drainage.

**16**

it is contrary to Section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system.

**17**

With regard to condition 38 you are advised the action plan should also confirm that the development will be signed up to the Environment Agency flood warning system if appropriate.

**18**

Under the terms of the Water Resources Act 1991, and the Thames byelaws, the prior written consent of 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 River Pinn.

**19**

The recommendations from the badger survey suggest that the landscaping could be designed in a way that mitigates any loss of vegetation historically used by foraging

badgers. The Landscaping scheme should therefore include appropriate plantation that would aid the foraging habitats of badgers and to provide an enhanced habitat area for them.

### **3. CONSIDERATIONS**

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

The application site comprises an approximately 0.6 hectare irregularly shaped plot located on the southern side of Honeycroft Hill in Uxbridge. It formerly accommodated the Honeycroft Day Centre, a drop-in day care centre for persons with learning difficulties, which occupied a single storey largely flat roofed building, with associated car parking, located in the north west corner of the site. The remainder of the site was largely laid to grass. All buildings on site were demolished in September 2010.

The site is bounded to the north by Honeycroft Hill, beyond which are two-storey semi-detached residential properties (with the exception of 2a Brookside which is a detached bungalow) located in Brookside and North Way. It is bounded to the west by Silvercay Cottage, a detached bungalow with roof accommodation, and detached two-storey houses in Hyacinth Drive; and to the east by the River Pinn, beyond which are three-storey blocks of flats located in Haymaker Close. The site's southern boundary abuts RAF Uxbridge, which will be redeveloped to provide residential, commercial, leisure and community uses/facilities.

The western part of the site falls within the developed area as shown on the Hillingdon Unitary Development Plan Proposals Map. The eastern part of the site, along the River Pinn forms a Green Link and also falls within Flood Zone 2.

#### **3.2 Proposed Scheme**

This application seeks outline planning permission for the redevelopment of the site to provide a 26 unit residential block with associated access, car parking and landscaping. Details of access, layout and scale have been provided at this stage with details of appearance and landscaping reserved for future consideration.

The roughly rectangular shaped building would be two-storeys in height, and would comprise three floors of accommodation, including roof accommodation. It would be located in the north west corner of the site, broadly covering the same built footprint as the former day centre building, and so as to avoid the floodplain on the eastern side of the site. The length of the building, which projects back into the site, would be characterised by several gables and dormers facing into the site, and a large pitched roof to the rear.

The building would comprise a mix of one and two-bedroom units. In total 20 one-bedroom units (9 at ground floor level, 8 at first floor level and 3 at roof level) and 6 two-bedroom units (4 at ground floor level, 1 at first floor level and 1 at roof level) would be provided. Each flat would comprise lounge with kitchenette, bathroom and bedroom(s). One bedroom within the two-bedroom units would be provided with en-suite bathroom facilities.

Ground floor units would be provided with small private gardens and some first floor units would be provided with balconies. Communal amenity space would be provided to the east and south of the site building.

Car parking for 26 cars, including two disability standard spaces, would be provided to the east of the building. Two motorcycle spaces would also be provided. The existing vehicular site access off Honeycroft Hill would be used.

Bicycle parking facilities for 28 cycles would be provided in an undercroft at ground floor level. Communal refuse stores would be provided towards the rear of the car park and close to the main entrance to the building.

### 3.3 Relevant Planning History

6046/E/83/0636 At H Croft Hill Jnctn River Pinn Honeycroft Hill Uxbridge  
Extension/Alterations to Medical/Health prem. (P) of 307 sq.m.

**Decision:** 26-07-1983 ADH

6046/F/84/0614 At H Croft Hill Jnctn River Pinn Honeycroft Hill Uxbridge  
Details in compliance with 6046/E/83/636 dated 26.7.85

**Decision:** 29-08-1984 ADH

### Comment on Relevant Planning History

There is no relevant planning history relating to the site.

## 4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (July 2011)  
Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Statement 3 (Housing)  
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)  
Planning Policy Statement 9 (Biodiversity and Geological Conservation)  
Planning Policy Guidance 13 (Transport)  
Planning Policy Statement 22 (Renewable Energy)  
Planning Policy Guidance 24 (Planning & Noise)  
Planning Policy Statement 25 (Development & Flood Risk)  
Council's Parking Standards  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Council's Supplementary Planning Document - Residential Layouts  
Council's Supplementary Planning - Accessible Hillingdon

### UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.4 To safeguard a network of Green Chains from built development to provide a visual amenity and physical break in the built up area and opportunities for recreation and corridors for wildlife.

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- OL11 Green Chains
- 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.
- 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
- OE5 Siting of noise-sensitive developments
- 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
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- R11 Proposals that involve the loss of land or buildings used for education, social, community and health services

R16 Accessibility for elderly people, people with disabilities, women and children

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

AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
 (i) Dial-a-ride and mobility bus services  
 (ii) Shopmobility schemes  
 (iii) Convenient parking spaces  
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14 New development and car parking standards.

AM15 Provision of reserved parking spaces for disabled persons

LPP 3.4 (2011) Optimising housing potential

LPP 3.5 (2011) Quality and design of housing developments

LPP 3.8 (2011) Housing Choice

LPP 3.9 (2011) Mixed and Balanced Communities

LPP 5.1 (2011) Climate Change Mitigation

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.14 (2011) Water quality and wastewater infrastructure

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 5.3 (2011) Sustainable design and construction

LPP 5.7 (2011) Renewable energy

LPP 7.2 (2011) An inclusive environment

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th March 2011**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 96 local owner/occupiers, the North Uxbridge Residents' Association and the Mall Pavilions Association. The application was also advertised by way of site and press notices. 13 letters of objection, including one from the Vine Lane Residents' Association, and a 49 signature petition have been received, which raise the following concerns:

- i) The Council has already done enough to ruin this area by allowing the development of RAF Uxbridge.
- ii) The site only used to be occupied by a single-storey building which operated 9-5 Monday to

Friday.

- iii) Inadequate parking will mean surrounding roads, including Brookside where there is already a parking problem, will be used as an overflow car park.
- iv) In reality many units will have two cars. No provision is made for occupants with more than one car or for visitors. This will increase on-street parking at a busy junction and on a bus route.
- v) As homes are being built for wheelchair users, parking for their visitors and attendants should be provided.
- vi) The application is absurd and offensive.
- vii) Loss of outlook.
- viii) Loss of privacy to habitable rooms and gardens at Silvercay Cottage, in Hyacinth Drive and in Haymaker Close.
- ix) Negative impact on value of surrounding properties.
- x) Increased pressure on sewers, which has already been made worse by new houses at North Way. There have been frequent incidences of the sewer overflowing and flooding gardens of nearby properties with sewage.
- xi) Overdevelopment of the site, especially near the road.
- xii) New properties in North Way have already made Honeycroft Hill extra busy. The proposal will lead to an increase in traffic on this already fast and busy road junction, which will be worse when RAF Uxbridge is developed.
- xiii) Pedestrian access to the proposed junior school at RAF Uxbridge should be provided.
- xiv) Consideration should be given to the badger set on the periphery of the proposed development, which could wreak havoc on these creatures.
- xv) How will these plans fit with those of RAF Uxbridge?
- xvi) The tree survey mentions compaction risk on trees from the development. What about surrounding houses? There is very little space between the development and properties in Hyacinth Drive.
- xvii) Increase in pollution and noise.
- xviii) Increased risk of anti-social behaviour and burglaries to properties backing onto the site.
- xix) Residents will fight the scheme to the end and are angered that the Council would put forward these plans without consideration for the residents.
- xx) The land should be put to better use. It would be suitable for the provision of an indoor soft play facility for children for example.
- xxi) The Council builds properties on any spare land instead of thinking about what the Borough has for children.
- xxii) Hillingdon is not immune from the national lack of affordable housing. However, it was assumed that with the proposed development of RAF Uxbridge, that a decent, reasonable density scheme would be initiated, along with corresponding improvements to the local infrastructure, to cope with the increased numbers. It is disappointing that the redevelopment plans for the Honeycroft Day Centre site cram so many small units onto the site.
- xxiii) The plans indicate the Council sees this area as a 'dumping ground' for problem families. This suspicion is supported by the physical size and density of the proposed development as well as the proposal to supply only one car park space per unit. The size and scope of the proposed development appears to be aimed at a certain demographic. The area should not be picked out for a particular type of development that goes against its long-standing character. This smacks of social engineering or simple laziness. With the large amount of land made available on RAF Uxbridge it seems ridiculous to shoe-horn this amount of 'pokey' dwellings on to such a small site, in such a pleasant, wildlife rich location.
- xxiv) The idea that visitors should park on the street is idiotic. There are parking restrictions in most of the surrounding area.
- xxv) Outside peak hours, when traffic frequently queues, traffic speeds along Honeycroft Hill and surrounding roads at 40mph. This will quickly become an accident black spot. Honeycroft Hill should be made a 20mph road.
- xxvi) Construction noise. The noise was unbearable during the demolition of the day centre.
- xxvii) Proximity to buildings in Hyacinth Drive, due to number of dwellings proposed and the need to

minimise flood risk.

xxviii) The appearance of the building when viewed from the west is unattractive comprising mainly roof tiles.

xxix) The three-storey wing viewed from the north is excessively tall compared to the existing buildings and will affect the privacy of the adjacent neighbours.

xxx) The number of dwellings proposed is excessive for the usable space resulting in visual and parking impacts. A smaller development would be better in order to allow additional parking. Not many households only have one car.

xxxi) 26 flats would result in up to 50 cars using the site increasing congestion and pollution.

xxxii) Loss of light to adjoining properties.

xxxiii) Three storeys is too high and bulky. The building will be higher than the roof of the adjoining Silvercay Cottage and only 1.5m from its boundary. It should not be higher than Silvercay Cottage and no flats should be provided in the roofspace.

xxxiv) The proposed building will look out of place.

xxxv) The provision of a selection of bungalows on the site would be more suitable.

xxxvi) This is very stressful for adjoining residents.

xxxvii) The nearest houses in Brookside can expect to find cars from this proposed development outside their house every evening. It is unacceptable that they should suffer and possibly not be able to have occasional visitors due to the planning incompetence of this development.

xxxviii) Honeycroft Hill is a busy road. Being close to a bend, the access to the development will considerably increase the danger of accidents. Has this been taken into consideration? Perhaps access in and out of Brookside should have been studied. Access directly opposite can only make it worse.

xxxix) Any comparison between the proposed development and the former day care centre is questionable as the day care centre was not used 24/7.

A letter has also been received from John Randall MP which highlights the concerns raised by the occupants of the adjoining property, over proximity to that house, loss of privacy and traffic impacts on Honeycroft Hill.

Following the submission of amended plans, which made alterations to the design of the scheme, and realigned the red line site boundary in order to allow space for the potential future provision of a footpath alongside the river, residents were reconsulted in January 2011.

Five letters of objection and a 24 signature petition were received, which raised the following concerns:

- a) The website is not clear.
- b) The amended plans are worse. Petitioners signatures enclosed with original objections all agree. Previous comments should still stand.
- c) The proposal would replace a single-storey building with a three storey building.
- d) The previous building was unoccupied during evenings, weekends and bank holidays.
- e) Increase in noise and pollution.
- f) Loss of privacy to adjoining properties and gardens, including properties in Brookside.
- g) The flats are too high and unattractive comprising mainly roofing tiles.
- h) The appearance from the north is excessively high, taller than the roof of Silvercay Cottage, and very close to its boundary.
- i) Loss of daylight.
- j) Impact on existing sewers.
- k) Honeycroft Hill is a fast and busy road with no speed limit. It queues at peak times and the addition of 26 flats, plus traffic from North Way, will make this considerably worse.
- l) The number of flats proposed is excessive.
- m) The installation of a lift shaft, would block out light and increase noise levels.
- n) Mature trees will be destroyed - instead of looking out at greenery residents will look out onto

brick walls and windows.

- o) Loss of property values - this is a concern for some residents, some of whom are elderly, facing redundancy, or facing other problems and for which their homes are their only asset.
- p) The removal of a piece of land to make a pathway through to the new development at RAF Uxbridge is a good idea, which will allow people from this site to take advantage of the amenities to be built there. This is the only good amendment.
- q) The roofline is too high and the lift shaft destroys clean lines in the design.
- r) The second floor units should be removed. This will allow for a lower roofline, in keeping with surrounding properties, remove issues of overlooking, and free up parking for visitors.
- s) Insufficient parking. In reality some occupants will have more than one car. This will blight local roads. In surveying Brookside it was noted that every house had at least two cars and only one person had a bicycle that is used as transport (excluding children). Yet this development will have 34 cycle spaces.
- t) The parking ratio is the lowest possible in compliance with policy. This does little to convince residents that the development has any concern for the immediate neighbourhood.
- u) Where is the 'on-street parking' referred to envisaged?
- v) There is very limited parking along Brookside, between driveways. This can make access into driveways difficult.
- w) In terms of the 'traffic census' residents are not interested in the past. It is the future that is of concern. The previous use of the site has no resemblance to the proposed dwellings.
- x) The traffic safety report does not take into consideration the 26 bicycles which could be using the site and their impact on road safety.

The Ward Councillor requested that the application be determined by the Planning Committee.

Following the submission of additional amended plans, which again made alterations to the design and sought to increase the distance between the proposed building and Silvercay Cottage, residents were reconsulted in February 2011. Two letters of objection were received which raised the following concerns:

- 1) The scale and bulk of the proposed development is out of character with adjoining two-storey properties.
- 2) The flats are still too close to Silvercay Cottage. The guidelines suggest 15m should be provided.
- 3) Loss of outlook. Views from adjoining properties will be of a tall building and roof tiles.
- 4) Loss of sunlight.
- 5) The building would be too close to the rear gardens of adjoining properties creating additional noise and pollution.
- 6) Having a three-storey barn like building so close to Silvercay Cottage is completely out of character.
- 7) Insufficient parking will cause problems on Honeycroft Hill.
- 8) Loss of privacy to properties in Haymaker Close.
- 9) Noise during construction.

Further amendments were received in April 2011, which altered the site's redline boundary. Residents were reconsulted and two letters of objection have been received, including one from the Vine lane Residents' Association, which raised the following concerns:

- i) The site is being overdeveloped, especially near the road.
- ii) There will be additional traffic on this already fast and busy road and busy junction. This will be worse when RAF Uxbridge is developed.
- iii) As homes are being built for wheelchair users, parking for their visitors and attendants should be provided.
- iv) Pedestrian access to the proposed junior school at RAF Uxbridge should be provided.

- v) Consideration should be given to the badger set on RAF Uxbridge. Has London Wildlife Trust been consulted?
- vi) How will the plans work with those of RAF Uxbridge?
- vii) The tree survey mentions compaction risk on trees from the development. What about surrounding houses? There is very little space between the development and properties in Hyacinth Drive.
- viii) It is disappointing that the plans have not been significantly altered.
- ix) The flats are too high and too close to the adjoining bungalow.
- x) Impact on foundations of adjoining properties.
- xi) Loss of outlook.
- xii) What would the Planning Committee think if the development of 26 flats was built next to them?

Further amended plans, which again made alterations to the design and sought to increase the distance between the proposed building and Silvercay Cottage, residents were reconsulted and one letter of objection was received which raised the following concerns:

- i) The changes will still result in a bulky structure taller than the house known as Silver Cay.
- ii) The gap between the proposed building and the house known as Silver Cay is only 10m, less than the Council's standard separation distance.
- iii) Planting trees between the proposed building and house known as Silver Cay would simply result in overshadowing of the neighbors building.
- iv) Flats would also adjoin the rear garden of the neighboring dwelling known as Silver Cay, the patio, kitchen and garden will be overlooked.
- v) the proposal will result in a loss of light and privacy enjoyed by the occupiers of the neighboring dwelling known as Silver Cay.
- vi) the development would also affect Hyacinth Drive.

#### **PLANNING OFFICER COMMENT**

The revised plans alter the roof of the proposal so that it would not have such an overbearing impact on the dwelling known as Silvercay Cottage. There would be no elevated windows in the side of the proposal that would overlook the windows, patio or garden of the dwelling known as Silvercay Cottage. Given the altered roof form, it is not considered that the proposal would result in any unacceptable loss of light to the dwelling known as Silvercay Cottage.

#### **ENVIRONMENT AGENCY**

No objection subject to a condition requiring the development to be carried out in accordance with the approved Flood Risk Assessment.

#### **Internal Consultees**

##### **PLANNING & ENVIRONMENTAL POLICY**

There are no policy designations relating directly to the site, apart from a Green Link which passes along the eastern boundary. Saved policy OL11 seeks to maintain the positive contribution that Green Chains make to the visual and physical break up in the built up area.

The proposals will also need to address the provisions of Saved policy R11.

##### **ENVIRONMENTAL PROTECTION UNIT**

No objections subject to conditions relating to noise, floodlighting, construction and contamination.

##### **URBAN DESIGN OFFICER**

This is a large flatted development of modern design close to the River Pinn. It has been redesigned on a number of occasions to reduce the bulk, simplify the design and help it relate

better to the contours of the site, the neighbouring residential development and the wooded amenity space to the rear. It has also been amended to address the possibility of flooding from the nearby River Pinn.

The scheme is now considered to be the best that can be achieved in design terms, taking into account all of the above constraints. It is, overall, a satisfactory modern design, which will relate to this pleasant wooded site.

#### TREES/LANDSCAPING OFFICER

There are many trees on and close to the site. The main groups line the road frontage and the riverbank, and there are smaller groups near to the western boundary of the site. The tree groups have high amenity values, are landscape features of merit in terms of Saved Policy BE38, and should be retained as part of the development of the site. Some of the trees at the front and middle of the site are in poor condition and/or defective, and have low amenity values, and do not merit retention.

The revised scheme makes provision for the retention of all of the trees / landscape features of merit on the site (in addition to the belt of riverside trees - off-site), and for landscaping including trees to reinforce the existing groups and a hedge along the eastern boundary of the site.

Subject to conditions TL1 (levels and services only), TL2, TL3, TL5, TL6, TL7 and TL21, the revised application is acceptable in terms of Saved Policy BE38 of the UDP.

#### HIGHWAY ENGINEER

The site is located off Honeycroft Hill, a local distributor road, near the junction with Honey Lane, a borough secondary distributor road, and adjacent to the River Pinn. Honeycroft Hill is principally a residential road leading to Uxbridge Town Centre via Park Road.

The site was previously occupied by Honeycroft Day Centre, which was used for residential social care for people with learning difficulties before being demolished in 2010.

A revised Transport Assessment was submitted in January 2011 following initial comments made by the Council's Highway Engineers, and following proposed amendments to the scheme, including the provision of public footpath alongside the River Pinn. It is noted that this is not longer proposed.

It is proposed to redevelop the site to provide a total of 26 one and two bedroom flats with associated parking spaces. The existing vehicular access would be used. The existing gated pedestrian entrance located towards the north west corner of the site and existing guard railing along the public highway would be removed.

The site is shown to be in an area with a PTAL of 1b (on a scale of 1-6, where 6 is the most accessible), as indicated in the map produced by TfL. The site is therefore considered to have a low level of public transport links, albeit the Uxbridge Underground station and bus station is under 1 mile away from the site.

#### - Traffic Impact

The site was previously used as a residential social care centre for less able and older persons, accommodating for up to 60 people a day, most of whom travelled by mini bus. A TRICS data base of a similar site shown in applicant's Transport Assessment indicates that there would have been traffic generation of 16 vehicular movements during the morning peak, 9 during afternoon peak hours and a total of 170 throughout the day. On the same assumption, traffic generation for the

proposed development of 26 flats, could generate 7 vehicle movements during morning peak hours, 6 during the afternoon peak hours and a total of 56 throughout the day. Comparing the figures for previous and proposed uses there will be a reduction in traffic volume, although it is acknowledged that the site is currently vacant and hence there is no traffic generation.

Current morning peak hour traffic survey shows 300 and 672 vehicles for East and westbound opposing traffic flows along Honeycroft Hill, and therefore future traffic generation of 7 vehicles for the proposed scheme of 26 flats is negligible and the proposal is not considered to have any adverse impact on the surrounding road network.

However, combined with the nearby committed development in North Way, the proposed development will inevitably have an impact on the local highway network. A number of options are suggested by the applicant to mitigate the traffic impact of the proposals on the local highway network at the Honeycroft corridor. These include:-

- 1) Extension of existing 36m parking restrictions on the southern side of Honeycroft Hill near the junction with Park Road to a total of 175m, during peak hours, thereby amending the road marking to accommodate dual lanes which will increase the junction capacity;
- 2) Provision of a mini roundabout at the Honeycroft Hill/Honey Hill junction  
(with regards to this option, it should be noted that the surveyed traffic flow of Honeycroft corridor indicates that traffic using Honeycroft Hill east-west is over twice as much as those using Honey Hill. Considering the number of vehicles using Honeycroft Hill, concerns are raised that the implementation of a mini-roundabout in this location would increase traffic queues and restrict traffic flow along Honeycroft Hill);
- 3) Provision of a yellow box junction at the junction of Honeycroft Hill and Honey Hill  
(A yellow box junction is enforceable and drivers travelling in Honeycroft Hill wishing to continue straight will avoid entering the box junction unless it is clear to do so. This will allow discharge of traffic from Honey Hill into Honeycroft Hill, which may have an adverse effect on traffic flow in Honeycroft Hill during peak hours);
- 4) Provision of 'Keep Clear' markings at the junction of Honeycroft Hill and Honey Hill  
(The Keep Clear marking is not enforceable although respected by motorists. During am and pm peak hours, where there is traffic queues, this marking will deter motorists from entering the junction, and is perhaps more appropriate than option 2 or 3 above).

#### - Effects on public transport

The proposals are not considered to have a significant impact on public transport capacity.

#### - Vehicular access, Car Parking and Cycling

The main access to the site is from Honeycroft Hill which is approximately 60m west of the junction with Honey Hill. The proposal is to provide 26 car parking spaces, including two disabled spaces, with associated turning head, which complies with the Council's UDP Parking Standards. The submitted Transport Assessment indicates a 2.4m x 43m visibility splay at the bell mouth for exiting vehicles in each direction, by removing some trees and cutting back the overgrown vegetation.

TfL cycle parking standards stipulate a requirement of 26 spaces based on one space per flat. The current proposal is to provide 7 Sheffield secured cycle stands for 14 bicycles for visitors in addition to 26 covered and secured cycle parking spaces, which makes a total of 40 cycle stands for the scheme that complies with the current Council's UDP.

#### - Refuse

A separate refuse store is proposed to be situated within the site in proximity of the turning head. This will allow the refuse vehicle to enter the site and exit in forward gear. The location, details and provision of the proposed refuse store should be covered through a suitable planning condition.

#### - Conclusion & Recommendation

No objections are raised on highway and transportation grounds subject to the above issues being covered by suitable planning conditions and S106 agreement.

#### ACCESS OFFICER

Compliance with the Lifetime Home Standards, as stated in the accompanying Design & Access Statement, has not been achieved. Plans should be revised to reflect the technical specification required to achieve an accessible, inclusive and safe environment for all future residents.

It should, however, be noted that the wheelchair accessible units on the ground and first floor, as proposed, are shown on plan to an acceptable standard.

The following access observations are provided:

1. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100mm provided between the front edge of the toilet pan and a door or wall opposite.
2. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gulley drainage.
3. The evacuation lift to which the Design & Access Statement refers, should be shown on plan and should otherwise be technically specified, including details of the manufacturer and model number.

The Design & Access Statement should be revised to confirm adherence to all 16 Lifetime Home and Wheelchair Housing standards.

#### SUSTAINABILITY OFFICER

No objections are raised further to the submission of a Badger Survey, subject to a condition requiring the submission of a method statement to ensure harm to nearby badgers is minimised.

With regard to flood risk, no objections are raised. However, a warning and evacuation condition should be attached should approval be granted.

#### WASTE STRATEGY

Bulk bins are included in the design which is suitable containment for the type of development.

The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to the level of the collection vehicle.

#### EDUCATION

A contribution of £46,434 is sought towards nursery, primary, secondary and post-16 educational facilities in this part of the borough.

#### S106 OFFICER

Proposed Heads of Terms:

1. That the applicant enters into a S278 agreement for all/any works on the highway that may be required to improve traffic flows at the Honeycroft Hill/Honey Hill road junction.
2. A contribution of £46,434 towards local education facilities, split as follows:  
£2,097 for nursery provision  
£19,948 for primary provision  
£12,433 for secondary provision  
£11,956 for post-16 provision
3. A contribution of £8,489.13 towards primary healthcare provision.
4. A contribution of £901.14 towards library books and equipment.
5. A contribution towards construction training for Hillingdon residents equaling: £2,500 for every £1 million construction cost + the number of units /160 x £71,675 = total construction training contribution or a construction training scheme to be delivered in-kind during the construction phase of the development.
6. Either a financial contribution of £83,300 towards off site provision of affordable housing or 2 units of affordable housing on another scheme.
7. 5% of the total cash contributions secured towards the management and monitoring of the resulting agreement.

Housing Supply Team:

The Financial Viability Appraisal has been examined by an independent, appropriately qualified third party financial consultant (engaged by the Council), who has confirmed that the scheme could only afford to deliver 1 or 2 affordable housing units (or make a financial contribution towards off site affordable housing provision of £83,000) and remain viable.

Such a level of on site affordable housing provision (1 or 2 units) poses issues in terms of viability for Registered Social Landlords (RSL). As such the Council would seek either a contribution of £83,300 towards off site provision of affordable housing or 2 units of affordable housing on another scheme.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The site falls within the developed area as shown on the Unitary Development Plan Proposals Map. Furthermore, the site does not fall within a conservation area or Area of Special Local Character. As such, there is no objection in principle to the provision of residential units on the site.

Notwithstanding the above, Policy R11 of the UDP Saved Policies (September 2007) resists the loss of education, social, community and health services unless:

- i) 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;
- iii) the proposed alternative use accords with other policies of this plan and contributes to its objectives.

The Council's Strategy for Day and Employment Services, 2006-2011, 'Opportunities for

All,' which sets out the framework and strategic direction for the modernisation of services for adults with learning disabilities and forms part of Hillingdon's Learning Disability Modernisation Programme, was approved by Cabinet in April 2007. Based on the national strategy for learning disability, 'Valuing People' the strategy provides the framework for further improving opportunities for people with learning disabilities, and identifies more effective use of Council resources.

One of its aims are to change the way services are delivered by encouraging more independence and use of community links and services and working to reduce the dependency on buildings based services.

The strategy was consulted upon with various groups and stakeholders and the service at Honeycroft Day Centre was reviewed. The strategy concluded that whilst the Honeycroft Day Centre had places for up to 90 users a day, the service had under occupancy levels which were increasing year on year, as younger service users with lower dependencies sought alternative options to the traditional style day provision on offer. It was noted that the building offered a relatively poor physical environment and failed to comply with the requirements of the Disability Discrimination Act and associated regulatory and technical standards. It was accordingly deemed not fit for purpose and the decision was made to provide alternative services/facilities elsewhere in the Borough.

In terms of service user needs, it was agreed that the needs of those with substantial levels of risk and vulnerability would be better met at other day centres, such as Woodside (located along Uxbridge Road in Hayes), and these transfers have taken place. Those people with low and moderate levels of risk are able to access community services via the resource service, Perfect Start, based in Uxbridge.

Given the Council's approved Strategy for Day and Employment Services, 2006-2011, upon which the decision to close the Honeycroft Day Centre was based, and the relatively poor condition of the building, which did not meet current DDA and other relevant standards, it is considered that there would have been no possibility for the retention of the service or the continued use of the building prior to demolition, and that the proposal complies with criteria (1) of UDP policy R11.

As discussed above, accessible alternative provision has been provided for the former users of the Honeycroft Day Centre, across the Borough and, accordingly, it is considered that the requirements of R11 (ii) have been met.

The proposal is considered to comply with relevant UDP policies relating to housing provision in the Borough and, accordingly, the proposal is considered to comply with the third criteria of policy R11.

The eastern part of the site, forms a Green Chain along the river corridor. In respect of Green Chains, UDP Policy OL11 states that the Local Planning Authority should:

- (i) encourage the provision and improvement of suitable recreational facilities;
- (ii) maintain their positive contribution in providing a visual and physical break in the built-up area;
- (iii) conserve and enhance the visual amenity and nature conservation value of the landscape;
- (iv) seek to improve public access to and through the area; and
- (v) promote an overall identity for Green Chains throughout the Borough.

It should be noted that the entire site, including the area designated as Green Chain, is

currently inaccessible to the public, forming part of the overall secure day centre site. This will not change as part of this application. Nevertheless, it is not proposed to remove any existing trees, which provide a high amenity value along the river bank, and the application will allow for the continued management and maintenance of the river bank. Accordingly, the Green Chain will continue to provide a physical break-up in the built-area and contribute positively to the visual amenities of the application site and surrounding area, in accordance with Policy OL11.

It should be noted that the RAF Uxbridge Supplementary Planning Document (SPD), January 2009, proposed the provision of public footpaths alongside the River Pinn, in order to provide improved pedestrian access routes to the RAF Uxbridge site, from the surrounding area. In January 2011 the applicant submitted amended plans, which altered the red-line site boundary, so that a footpath could be provided along the River Pinn corridor to connect Honeycroft Hill to a school proposed on the adjacent RAF Uxbridge site to the south. The provision of the path was to be dealt with by way of a S106 agreement. However, further investigation, including the carrying out of a Badger Survey, has revealed several difficulties with this proposal. Firstly, it is not possible to provide the footpath without disturbing badger sets. The Council's Sustainability Officer objected to the provision of the footpath on this basis. Secondly, the Council's Highway Engineer raised concerns over the potential impact this could have on highway and pedestrian safety along Honeycroft Hill, due to the likelihood of parents stopping here to drop their children off at the entrance to the footpath. Thirdly, the provision of a fully accessible footpath, aimed at providing a pedestrian route to school for children, adjacent to a river, raises health and safety issues and conflicts with Environment Agency requirements regarding the management and maintenance of the floodplain and River Pinn corridor, and would result in the loss of trees.

Given the above constraints, it was concluded that it would not be possible to provide a public footpath along this part of the River Pinn and, accordingly, amended plans were submitted in April 2011 which incorporated this area back into the application site. It is considered that the inclusion of this area within the application site, rather than as a stand alone site, would ensure the ongoing management and maintenance of the river corridor and of the Green Chain.

Given the above, it is not considered that this area of Green Chain can be made publicly accessible in accordance with UDP Policy OL11. Nevertheless, the visual amenity and nature conservation value of the Green Chain would be preserved and it is considered that the development complies with the other requirements of Policy OL11.

The proposal is considered to comply with relevant policies relating to residential developments, loss of community facilities and Green Chains. Accordingly, no objections are raised to the principle of the development subject to the proposals meeting site specific criteria.

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

The site has a Public Transport Accessibility Level (PTAL) of 1b. The London Plan 2008 range for sites with a PTAL of 0-1, which fall within a suburban area, is 150-200 habitable rooms per hectare (hrph) and 40-65 units per hectare. Given the size of the proposed living rooms (including the kitchenette) in each unit, at over 20m<sup>2</sup>, each would count as the equivalent of two habitable rooms in compliance with the Council's Supplementary Planning Document on Residential Extensions. As such, based on a total site area of 6,037m<sup>2</sup> the site would have a density of 43.1 units per hectare and 33 hrph. Whilst this

falls well below London Plan standards, given the site constraints (much of the site falls within a floodzone), this is considered to be acceptable in this instance.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the vicinity.

#### **7.04 Airport safeguarding**

Not applicable. There is no requirement to consult with the airport safeguarding authorities in this instance.

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

Not applicable. There is no Green Belt land within the vicinity of the site.

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

The surrounding area is largely residential in nature, characterised by a mix of detached and semi-detached two-storey houses interspersed with a small number of bungalows, and three-storey blocks of flats. The River Pinn corridor provides an obvious green visual break in the built up area.

The application site itself, when viewed from Honeycroft Hill, lies immediately adjacent to Silvercay Cottage, a detached bungalow with roof accommodation, to the west, and three-storey blocks of flats in Haymaker Close, beyond the River Pinn to the east.

The land level, travelling west to east along Honeycroft Hill, gradually drops as it approaches the river corridor.

The proposed building would roughly cover the same footprint as the previously demolished day centre building and at three-storeys in height (including roof accommodation) it would be one of the larger scale buildings within the immediate vicinity. Nevertheless, the scale of the building would be broken up through the use of gable ends and pitched roof dormers and, given the size of the site and level changes, combined with the separation distance between adjoining properties and tree screening along Honeycroft Hill, it is not considered that it would appear to be of such a large size and scale so as to be of detriment to the visual amenities of the streetscene or surrounding area.

Whilst at approximately 10.5m high the proposed building would be taller than the adjoining bungalow, which is approximately 6.9m high, due to the change in levels, the proposed building would only exceed the height of the bungalow by approximately 2.3m. Given the distance between the two properties and the roof design, which seeks to reduce the prominence of the building when viewed from Honeycroft Hill and the adjoining bungalow, it is not considered that the difference in height would have such a significant impact visually so as to justify refusal. Notably, in terms of height, the proposed building would be in keeping with that of the three-storey blocks of flats in Haymaker Close, beyond the River Pinn.

From the rear (west) elevation, the building would appear to be single-storey with a pitched roof. Whilst the roof would be visible from properties to the rear in Hyacinth Drive, it would slope away from these properties and, with the exception of five small rooflights, would not contain any windows. It is considered that this would reduce the bulk and prominence of the building when viewed from properties to the west, in addition to perceived overlooking. It is not considered that the building would have such a detrimental impact on the character and appearance of the area, when viewed from the

west, so as to justify refusal.

In terms of the parking area, this would cover a similar footprint to that of the existing Honeycroft Day Centre and it is not considered that it would have any additional impact on the character or appearance of the streetscene or surrounding area.

Whilst of a larger size, scale and height than the immediately adjoining properties, on balance it is not considered that the proposed building would have such a detrimental impact on the visual amenities of the Honeycroft hill streetscene, or on the character or appearance of the surrounding area so as to justify refusal.

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

The nearest residential properties are located along Honeycroft Hill and Hyacinth Drive to the west. Silvercay Cottage, a detached bungalow with roof accommodation, and a bedroom window in its eastern elevation, adjoins the site along Honeycroft Hill to the west.

In terms of privacy, given that no windows are proposed, above ground floor level, in the western elevation of the proposed building, it is not considered that an unacceptable degree of overlooking would occur. Whilst it is acknowledged that windows would be provided at ground floor level, appropriate boundary treatment would ensure that no overlooking could occur from ground floor units.

In terms of sunlight and daylight, the Council's Supplementary Planning Document on Residential Layouts states that:

"where a two or more storey building abuts a property or its garden, adequate distance should be maintained to avoid possible over-domination. The distance provided will be dependent on the bulk and size of the building but generally, 15m will be the minimum acceptable distance."

At 10m away, the proposed block of flats would not comply with these guides. However, notwithstanding this, given that the proposed block is only two-stories high it is not considered that the proposal would result in an unacceptable loss of light to the adjoining bungalow, sufficient to justify refusal. Notably, the bungalow is adjoined by two-storey properties on its other side, and the separation gap between those properties is much less than 15m.

No. 14 Hyacinth Drive also abuts the site boundary, and would be only approximately 7m away from the proposed building. However, at its south west corner the proposed block would appear to be single-storey with a large roof sloping away from that property. Accordingly, it is not considered that the proposal would result in an unacceptable loss of privacy, or light to that property.

The nearest part of no.13 Hyacinth Drive would be approximately 18m away from the nearest part of the proposed block of flats. The nearest part of no.9 Hyacinth Drive would be located approximately 20m away from the nearest part of the proposed building. In both cases, this is considered to be sufficient distance so as to ensure that no significant loss of daylight would occur, in accordance with Council guidelines. Other properties within Hyacinth Drive are located over 21m away from the proposed building and it is not considered that any significant loss of privacy or daylight to these properties would occur.

The nearest properties in Haymaker Close, to the east, would be located approximately 43m away from the proposed building. This exceeds Council guidelines which require a

minimum distance of 21m between facing habitable room windows.

The nearest properties in Brookside, on the opposite side of Honeycroft Hill, are located approximately 26m away which exceeds Council guidelines. Given the orientation of the properties in relation to the application site, and tree screening along the site boundaries, it is not considered that any significant overlooking would occur to properties in Brookside, sufficient to justify refusal.

Residents have raised concerns over loss of outlook, particularly when viewed from the west. Whilst the building would be larger than the single-storey day centre building which previously occupied the site, its design when viewed from here, with a large roof sloping away from residents neighbouring the site, would reduce the prominence of the building and its visual impact. In addition, views of the building would be broken up by tree planting along the site boundary. Accordingly, given the distance between the proposed development and adjoining properties and the design, it is not considered that it would lead to a loss of outlook sufficient to justify refusal.

On balance, it is not considered that the proposed development would lead to issues of overlooking, overshadowing or over prominence, which would be of such significant detriment to the residential amenity of adjoining occupants, that refusal could be justified. Accordingly, it is considered that the scheme complies with relevant HDAS guidelines and UDP policy relating to residential amenity.

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

The Council's Supplementary Planning Document on Residential Layouts states that a minimum of 50m<sup>2</sup> internal floorspace should be provided for a one-bedroom flat, and 63m<sup>2</sup> should be provided for a two-bedroom flat. The application proposes a total of 20 one-bedroom flats. 14 would have floor areas of 50.8m<sup>2</sup>, two would have floor areas of 60.7m<sup>2</sup>, one would have a floor area of 54.7m<sup>2</sup>, one would have a floor area of 50.4m<sup>2</sup>, one would have a floor area of 56.5m<sup>2</sup> and one would have a floor area of 60m<sup>2</sup>. Six two-bedroom flats are proposed, five with floor areas of 74.7m<sup>2</sup> and one with a floor area of 84m<sup>2</sup>. Accordingly, all flats provided would exceed the Council's minimum standards.

All windows would receive adequate daylight and the amenities of future occupiers would not be prejudiced by the position of adjoining houses. Accordingly, it is considered that the proposed property would adequately serve the needs of future occupiers in terms of internal space.

The Council's Supplementary Planning Document of Residential Layouts states that a minimum of 20m<sup>2</sup> external amenity space should be provided for one-bedroom flats, and 25m<sup>2</sup> should be provided for two-bedroom flats. Accordingly a total of 550m<sup>2</sup> external amenity space should be provided. Shared amenity space would be provided to the east and south of the site. In addition, ground floor units would be provided with small private gardens, and six units would be provided with balconies. In total approximately 1,480m<sup>2</sup> of shared amenity space would be provided to the south of the building alone. This far exceeds minimum Council guidelines.

Notably the provision of small garden areas for the ground floor units creates a defensible space between the units and the communal areas, providing both an added measure of security and also a level of privacy for occupiers of these units.

The scheme significantly exceeds the Council's minimum guidelines relating to both

internal floor space and external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers and that it fully complies with policies BE20, BE21, BE23 and BE24 of the UDP which relate to residential amenity.

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

A total of 26 car parking spaces, including two disability standard spaces, would be provided to the east of the proposed building. In addition two motorcycle parking spaces would be provided. These would broadly cover the same area previously occupied by car parking for the Honeycroft Day Centre. Pedestrian and vehicular access will be via the existing access off Honeycroft Hill.

The Council's Car Parking Standards require a maximum provision of 1.5 spaces to be provided per unit. However, London Plan guidelines require 1 space or less per unit for 1-2 bedroom units. Given the small size of the units, the majority of which only have one-bedroom, the location of a bus stop directly outside the site, from which regular services run to and from the town centre, and the relatively close proximity of the town centre to this site (the station is approximately 0.7 miles away walking), it is considered that this level of parking is acceptable in this instance. notably no objections have been raised to this level of car parking by the Council's Highway Engineer.

It is acknowledged that concerns have been raised by residents over the potential increase in on-street parking which could be caused by this development, particularly along Honeycroft Hill and Brookside. It should be noted that double yellow lines are painted along both sides of Honeycroft Hill within the immediate vicinity of the application site. However, there is a limited stretch of unlimited parking approximately 150m to the west of the application site entrance, on the southern side of Honeycroft Hill. Parking along the northern side of Honeycroft Hill is restricted between 11.00am and 12.00 noon. It was noted, from site notices along the road, that proposals to also restrict parking between 1.00pm and 2.00pm are under consultation. Parking in Hyacinth Drive, North Way and Brookside is also restricted between 11.00am and 12.00 noon. Limited unrestricted parking is available along Honey Hill to the east.

Observations on site suggested that the limited amount of unrestricted parking in the area was primarily used by commuters. It was noted that due to the restrictions very limited parking takes place along the northern side of Honeycroft Hill and in North Way and Brookside during the mornings, but that this quickly gets parked up once the restrictions end. Users appeared to be shoppers for Uxbridge Town Centre rather than residents. It was also noted that the majority of properties in this area benefit from frontage driveway parking, most for at least two cars. This particularly limits on-street parking along North Way and Brookside due to the need to keep driveways clear.

Given the relatively small size of the proposed units, the parking restrictions in the surrounding area, and that most existing properties benefit from driveway parking, it is not considered that the proposed development would lead to a significant increase in on-street parking. Therefore, it is not considered that a reason for refusal could be justified on these grounds. Notably, the Council's Highway Engineer has raised no objections in this respect.

28 cycle parking spaces would be provided in an undercroft area towards the south east corner of the building. This exceeds Council standards which require one space per unit for dwellings of this size.

In terms of traffic generation, it is acknowledged that the proposed development, in addition to committed developments at North Way, will have an impact on traffic flows, particularly at the Honeycroft Hill/Honey Hill junction. Nevertheless, the Council's Highway Engineer has confirmed that providing appropriate mitigation measures are put in place, this would not create such a detrimental impact on the highway network so as to justify refusal. A number of potential mitigation measures have been suggested by the applicant, including looking at parking restrictions within the area, use of yellow boxes, use of road markings, etc. The applicant will be required to further investigate and carry out appropriate mitigation measures, in liaison with the Council's Highway Engineers, by way of a S106 agreement.

#### **7.11 Urban design, access and security**

##### **- Urban design**

This issue has been partly discussed in part 7.07 of the report. It should be noted that details of appearance are reserved for future consideration.

The proposed building would broadly cover the same footprint as the former Honeycroft Day Centre building. However, at two-storeys high, with roof accommodation, it would clearly be larger in terms of scale and mass. Several sets of amended plans have been submitted, which have sought to amend the design to reduce its perceived bulk and scale, and to reduce its impact on adjoining properties. In particular, in liaison with the Council's Urban Design Officer, significant changes were made to the roof form, to not only reduce its prominence, but to also reduce perceived overlooking to properties in Hyacinth Way and Honeycroft Hill to the west.

The building, which would have a narrower elevation fronting Honeycroft Hill (it's main elevation within the site facing towards the parking area and the River Pinn), would feature a number of pitched roof gables, and dormer windows, which seek to reflect elements of residential properties in the surrounding area. The internal layout has been rearranged to avoid the need for windows facing towards the nearest properties to the west of the site, and a large pitched roof has been provided which, it is considered, would significantly reduce its perceived bulk and prominence when viewed from the west.

On balance, the proposed size, scale and modern design of the building is considered to be acceptable in this location. Notably, no objections have been raised by the Council's Urban Design Officer.

##### **- Security**

The applicant's Design and Access Statement confirms that following pre-application discussions with the Metropolitan Police's Crime Prevention Design Advisor, a number of security measures have been incorporated into the scheme. These measures include the provision of defensible space around ground floor units, use of CCTV cameras, secure entrances, etc. Should approval be granted, a condition would be required to ensure further details of security measures are provided and that the development meets the Metropolitan Police's 'Secure by Design' criteria.

#### **7.12 Disabled access**

The applicant's Design and Access Statement confirms that the development would meet all relevant Lifetime Homes Standards and would fully comply with the requirements of BS8300:2009 and Part M of the Building Regulations.

Pre-application discussions have taken place with the Council's Access Officer and the

applicant has confirmed that relevant recommendations have been taken on board. Notwithstanding this, the Council's Access Officer has advised that additional information relating to the bathrooms and evacuation lift should be provided. It is however, considered that these issues could be dealt with by way of condition should approval be granted.

Two fully wheelchair accessible units would be provided, one at ground floor level and one at first floor level. The Council's Access Officer has confirmed that these are both to an acceptable standard.

Two disability standard parking spaces are shown. In compliance with relevant Council standards 10% of spaces (rounded up) should be to disability standard and, therefore, three spaces should be provided. Nevertheless, it is considered that there is sufficient space to provide an additional disability standard space and, accordingly, this could be dealt with by way of condition should approval be granted.

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

Boroughs should normally require 50% affordable housing provision on a site which has a capacity to provide 10 or more homes, unless a Financial Viability Assessment indicates otherwise. In this instance no affordable housing is proposed.

Circular 05/2005 acknowledges that in some instances 'it may not be feasible for a proposed development to meet all of the requirements set out in local, regional and national policies and still be economically viable.' It goes on to state that in such cases it is for the local authority to decide what level of contributions are appropriate.

A Financial Viability Assessment (FVA) has been submitted which indicates that the scheme would not be viable if any substantive element of affordable housing was to be delivered as part of the development. The Financial Viability Appraisal does indicate that a very limited affordable housing element could be provided on site. The Council's Housing Supply Team have indicated that rather than seeking 1 or 2 sole units on the application site, they would rather the residual value be used to add extra units to another site. This would be secured by way of an appropriate legal agreement.

#### **7.14 Trees, landscaping and Ecology**

##### **- Trees/Landscaping**

There are several trees located on and close to the site, particularly along the river corridor, along the site's Honeycroft Hill frontage, and towards the southern end of the site. Cumulatively, it is considered that these have a high landscape value and contribute positively to the visual amenities of the application site and the surrounding area, including the Green Chain along the River Pinn. The application makes provision for the retention of all landscape features of merit on the proposed site, with only a small number of lesser quality trees, located towards the centre of the site due to be removed.

Whilst full details of landscaping are reserved for future consideration, the submitted plans also indicate that additional tree planting will take place along the site's western boundary, which will contribute positively to the visual amenities of the site and provide a screen between the proposed development and adjoining residential properties.

It is considered that the proposal fully complies with UDP Policy BE38 and, notably, the Council's Trees/Landscape Officer has raised no objections subject to the imposition of standard conditions.

#### - Ecology

Further to comments from residents, which indicated that there could be badgers present on the site, the applicant commissioned a Badger Survey, which was carried out by Southern Ecological Solutions. Badgers are a protected species and the Badgers Act 1992 states that it is an offence to 'intentionally or recklessly damage, destroy, or obstruct access to a sett, or disturb a badger whilst it is occupying a sett.'

The Survey confirmed that there were no badger setts present on the application site, but that there were badgers present on the adjoining RAF Uxbridge site, and that the application site is used for limited foraging. It concludes that no development should take place at the southern end of the site, and that any proposed landscaping here should include native shrub/fruit tree planting. In addition, it recommends that access through the site, along the River Pinn, is retained to avoid potential negative impacts on foraging habitat.

Given that no development works are proposed at the southern end of the site or along the river corridor, it is not considered that the proposal would have any detrimental impact on the nearby badger setts, or badger foraging grounds, sufficient to justify refusal.

The proposals are considered to comply with advice contained within Planning Policy Statement 9: Biodiversity and Geological Conservation and, notably, the Council's Sustainability Officer has raised no objections, subject to ensure harm to the badgers is limited.

#### **7.15 Sustainable waste management**

The plans indicate that refuse facilities would be provided towards the rear of the car park and adjacent to the eastern elevation of the building. Whilst limited details have been provided at this stage there is ample space on site for the provision of larger facilities if required and, as such, it is considered that further details could be dealt with by way of condition should approval be granted. Notably, both locations would be sufficiently accessible for refuse vehicles and no objections have been raised by the Council's Waste Strategy Manager.

#### **7.16 Renewable energy / Sustainability**

The applicant has submitted an Energy Statement in support of the application which confirms that a number of energy efficient measures, such as use of energy efficient lighting, high performance boilers, use of high performance building fabric, and passive design, would be incorporated into the scheme. Although limited details of these have been provided at this stage, should approval be granted it is recommended a condition requiring the applicant to meet a Code for Sustainable Hones minimum of Level 4 is attached.

The report also investigates the use of a number of options to provide a proportion of the site's energy needs through the use of renewable energy sources, including combined heat and power (CHP), biomass, solar thermal, photovoltaics, ground source heat pumps, air source heat pumps and wind turbines. The majority of these have been discounted due to cost and maintenance issues. The use of photovoltaics is recommended. Should approval be granted, a condition would be attached to ensure that a relevant portion of the site's energy needs are provided through the use of renewable technologies, in accordance with London Plan standards.

#### **7.17 Flooding or Drainage Issues**

The application site falls within flood zones 2 and 3. Accordingly, a Flood Risk Assessment has been submitted in support of the application, and a Flood Risk Sequential Test has been carried out by the Council's Sustainability Officer, in accordance with the requirements of PPS25.

The Environment Agency have raised no objections on flood grounds subject to the imposition of conditions to ensure that appropriate mitigation measures are put in place. The Council's Sustainability Officer has also raised no objections to the proposals on flooding or drainage grounds.

#### **7.18 Noise or Air Quality Issues**

##### **- Noise**

Residential developments are not uses which typically generate unacceptable levels of noise and it is not considered that the proposal would give rise to a significant increase in noise. Whilst it is acknowledged that the former Honeycroft Day Centre was not used during evenings and weekends, and therefore, there would be an increase in activity at the site during these times, it is not considered that the use of the site for residential purposes would give rise to such a significant increase in noise levels so as to justify refusal. Notably, no objections have been raised by officers in the Council's Environmental Protection Unit on noise grounds, subject to a condition regarding the use of plant and machinery at the site.

##### **- Air Quality**

It is not considered that the proposed development would have any significant impact on air quality, sufficient to justify refusal. Notably, the Transport Assessment suggests that the proposed site would generate fewer vehicle movements a day than the former Honeycroft Day Centre (the Transport Assessment suggests the Honeycroft Day Centre catered for up to 60 persons a day, however according to the Strategy For Day and Employment Services 2006-2011, the centre catered for up to 90 persons per day) and, accordingly, it could be argued that there would be a minor improvement to air quality. Notably, no objections have been raised by officers in the Council's Environmental Protection Unit on air quality grounds.

#### **7.19 Comments on Public Consultations**

In terms of concerns raised by residents during the first round of consultation, points (ii), (iii), (iv), (vii), (viii), (xi), (xii), (xiii), (xiv), (xvii), (xxii), (xxiv), (xxvii), (xxviii), (xxix), (xxx), (xxxi), (xxxii), (xxxiii), (xxxiv), (xxxvii) and (xxxviii) have been addressed in the report.

Points (i), (vi), (xix), (xxi) and (xxxvi), which relate to resident's feelings towards the scheme and the Council, are noted.

Point (v) suggests parking should be provided for visitors and attendants to occupants of the wheelchair accessible units. The wheelchair accessible units, which will be provided in accordance with current Council guidance, are aimed towards those living independently. The two units provided would both have parking spaces allocated to them.

Point (ix) raises concerns over the impact of the development on property values. This is not considered to be a material planning consideration.

Point (x) raises concerns over the increased pressure the development will put on sewers. The applicant will be required to comply with relevant building and Thames Water regulations regarding this issue.

Point (xv) asks how these plans will relate to RAF Uxbridge. This site will be developed independently to RAF Uxbridge and has no links to that site.

Point (xvi) raises concerns over the impact the development could have on the foundations of adjoining properties. Relevant building Control Regulations will need to be complied with in regards to this matter.

Points (xx) and (xxxv) suggest the site should be used for other purposes including for a children's play area and for bungalows rather than flats. The proposal is considered to comply with relevant policies relating to housing provision. Accordingly, refusal cannot be justified on this basis.

Point (xxiii) suggests the development will become a 'dumping ground for problem families.' No social housing is proposed as part of the scheme.

Point (xxv) suggests that Honeycroft Hill should be made a 20mph road. The 30mph speed limit is considered to be appropriate at this time. This has not been raised as an issue by the Council's Highway Engineer.

Point (xxvi) raises concerns over construction noise. Should approval be granted, conditions would be attached to ensure construction impacts are minimised.

Point (xxxix) suggests that the proposed development should not be compared with the former Honeycroft Day Centre site as the day centre was not in use 24/7. The day centre was in use during Monday to Friday peak hours and therefore comparison during this time is considered to be acceptable.

In terms of the second round of consultations, points (c), (d), (e), (f), (g), (h), (i), (k), (l), (p), (q), (r), (s), (t), (u), (v) and (w) have been addressed in the report.

Points (j) and (o) have been addressed above.

Point (a) suggests that the website is not clear. The plans have been displayed and labeled on the website as clearly as possible.

Point (b) suggests that the amended plans are worse and that original objections should still stand. All objections received have been noted and summarised into the report.

Point (m) raises concerns over loss of light and noise caused by the lift shaft. It is not considered that the proposed lift shaft would result in an unacceptable loss of light to adjoining properties. Should approval be granted a condition would be attached regarding potential noise from plant and machinery.

Point (n) raises concerns over the loss of mature trees. The majority of trees would be retained on site and additional planting provided along the site's western boundary. No objections have been raised by the Council's Trees/Landscape Officer in this respect.

Point (x) suggests that the Transport Assessment has not taken into consideration the impact 28 bicycles could have on road safety. No objections have been raised by the Council's Highway Engineer in this respect.

The objections received in respect of the third and fourth round of consultations reflect those already mentioned above and addressed throughout the report.

## **7.20 Planning obligations**

Policy R17 of the Unitary Development Plan Saved Policies states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The application is accompanied by a financial viability appraisal which has been validated by an independent consultant. Planning obligations can be provided as follows: Education (£46,434), Health (£8,489.13), Libraries (£901.14), Construction training (£2,500 for every £1million construction cost or a training scheme to be delivered on site). In addition an £83,000 contribution towards off site affordable housing provision (or delivery of 2 units of affordable accommodation on another site) would be required. In addition, the applicant has agreed to enter into a S278 agreement for all/any works on the highway that may be required to improve traffic flows at the Honeycroft Hill/Honey Hill road junction and to provide 5% of total cash contributions towards the management and monitoring of the subsequent agreement. The proposed planning obligations are considered reasonable in order to offset the impacts of the scheme on local services whilst still allowing development to take place.

## **7.21 Expediency of enforcement action**

Not applicable.

## **7.22 Other Issues**

None.

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

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or

other status'.

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

No objections are raised to the principle of the proposed development in this location.

The size, scale and height of the building, whilst larger than that of immediately surrounding developments is, on balance, considered to be visually acceptable in this location, and it is not considered that it would have such a detrimental impact on the character or appearance of the surrounding area so as to justify refusal.

The scheme complies with relevant guidelines within the Council's Supplementary Planning Document on Residential Layouts and would provide satisfactory living conditions for future occupiers. Furthermore, it is not considered that the scheme would give rise to significant issues such as loss of privacy, loss of outlook or overshadowing, which would be detrimental to the residential amenity of occupiers of nearby properties.

The proposed parking provision and access arrangements are considered to be satisfactory, and relevant standards relating to sustainability would be met.

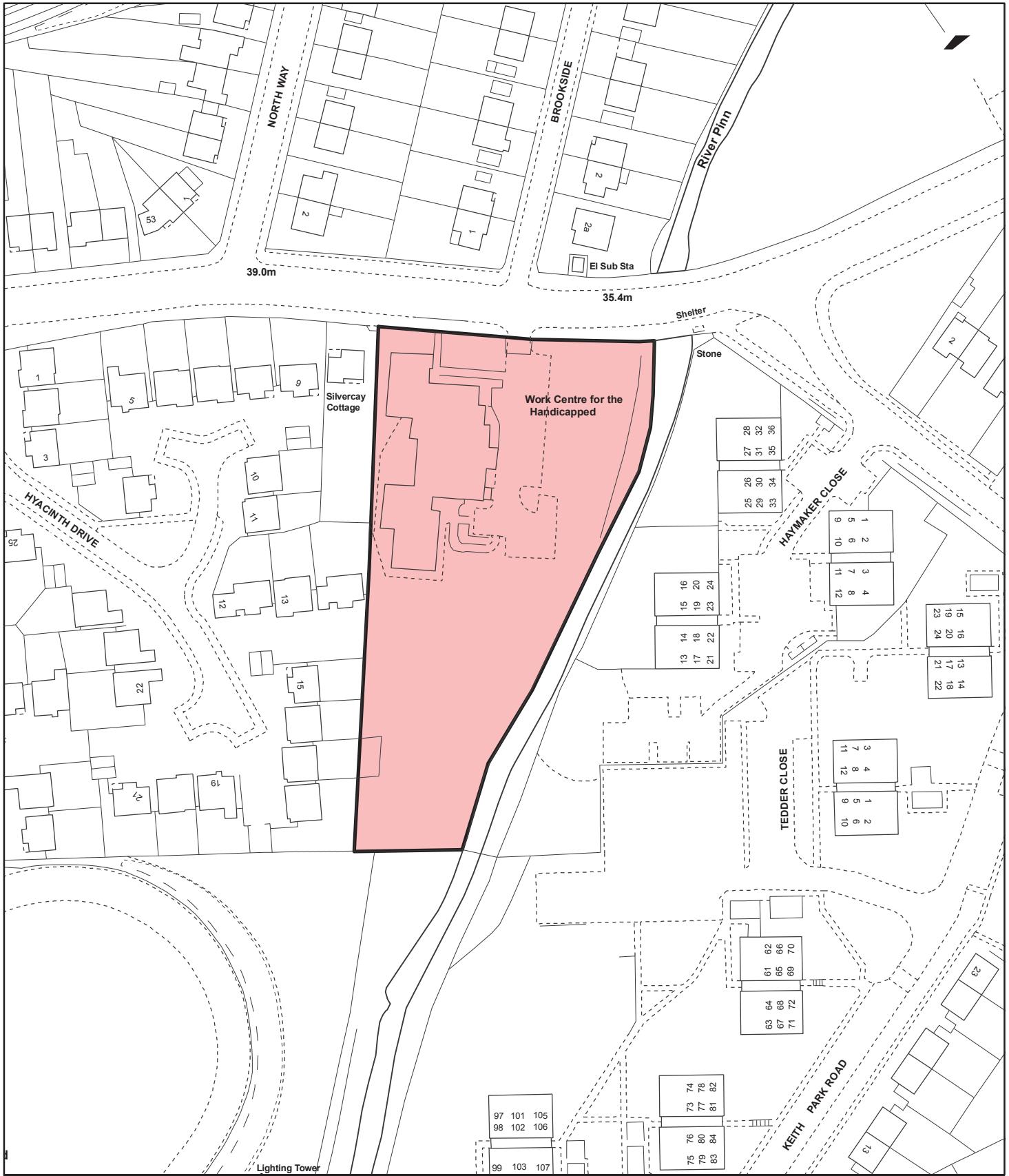
The application is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended.

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

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (July 2011)  
Planning Policy Statement 1 (Delivering Sustainable Development)  
Planning Policy Statement 3 (Housing)  
Planning Policy Statement 4 (Planning for Sustainable Economic Growth)  
Planning Policy Statement 9 (Biodiversity and Geological Conservation)  
Planning Policy Guidance 13 (Transport)  
Planning Policy Statement 22 (Renewable Energy)  
Planning Policy Guidance 24 (Planning & Noise)  
Planning Policy Statement 25 (Development & Flood Risk)  
Council's Parking Standards  
Council's Supplementary Planning Guidance - Noise  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Guidance - Planning Obligations  
Council's Supplementary Planning Document - Residential Layouts  
Council's Supplementary Planning - Accessible Hillingdon

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### Notes

 Site boundary

For identification purposes only.

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### Site Address

**Honeycroft Day Care Centre,  
Honeycroft Hill**

**LONDON BOROUGH  
OF HILLINGDON**

Planning,  
Environment, Education  
& Community Services  
Civic Centre, Uxbridge, Middx. UB8 1UW  
Telephone No.: Uxbridge 250111

Planning Application Ref:

**6046/APP/2010/2679**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**October  
2011**



**HILLINGDON**  
LONDON