

Report of the Head of Planning & Enforcement Services

Address 51 CHILTERN VIEW ROAD UXBRIDGE

Development: Change of use from Class A4 (Drinking Establishment) to Class C3 (Residential Units) for use as 2 one-bedroom and 1 two-bedroom, two storey terraced dwellings with associated parking and amenity space, including a two storey rear extension, alterations to existing front and side elevations, repositioning of vehicular access to side and alterations to existing vehicular crossover to front with demolition of existing single storey rear extensions and outbuildings to rear.

LBH Ref Nos: 64176/APP/2010/2097

Drawing Nos: Drawing 11 - Roof Plan and Planting/Hardstanding Plan OPTION 1
Drawing 3 - Existing Floor Plans
Drawing 7a - Existing and Proposed Side Elevation from Number 47
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Drawing 5c - Proposed Site Plan and and Floor Plans OPTION 1
Correspondence from Michael Oakes dated 23rd November 2010
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Roof Plan and Planting/Hardstanding Plan OPTION 2
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Date Plans Received:	07/09/2010	Date(s) of Amendment(s):	12/01/2010
Date Application Valid:	14/09/2010		07/09/2010
			14/09/2010
			24/11/2010

1. SUMMARY

The application seeks the change of use from Class A4 (Drinking Establishment) to Class C3 (Residential Units) for use as 2 one-bedroom and 1 two-bedroom, two storey terraced dwellings with associated parking and amenity space, including a two storey rear extension, alterations to existing front and side elevations, repositioning of vehicular access to side and alterations to existing vehicular crossover to front with demolition of existing single storey rear extensions and outbuildings to rear.

The proposed extensions are considered subordinate in appearance to the existing building. The proposal as a whole is considered to represent a positive approach to redevelopment of the site which would harmonise with the character of the Conservation Area.

The proposal is considered to provide an appropriate living environment for future occupiers and an attractive landscape environment. The proposal also includes an acceptable level of inclusive design.

Subject to conditions ensuring the reinstatement of on-street parking on Whitehall Road the proposal is acceptable in terms of car parking provision, cycle parking provision, highway and pedestrian safety.

Overall, the proposal is considered to represent a positive approach to redevelopment of the site balancing the retention of the existing building against other material considerations. The application is therefore recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 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 BE4, BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies BE4 and BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 M5 Means of Enclosure - details

Before the development is commenced details of boundary treatment (including details of posts and coping) and other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatments and means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard privacy to adjoining properties in accordance with Policies BE4, BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 NONSC Retention of Public House Signage

The original pub sign and post shall be permanently retained and maintained on site.

REASON

To preserve the public house signage which is considered to represent a positive feature of the Greenway Conservation Area in accordance with Policy BE4 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 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).

7 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 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).

8 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).

9 SUS1 Energy Efficiency Major Applications (full)

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation (namely installation of photovoltaic panels, improved insulation, use of an efficient boiler and energy efficient light fittings) contained within the submitted reports entitled 'Design and Access Statement' and 'Authorised Submission for Part L - Submission Reference Number 17787' shall be integrated into the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

10 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 4A.14 of the London Plan (February 2008) /if appropriate/ 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), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

11 H11A Visibility Splays

Unobstructed sight lines above a height of 1 metre shall be maintained where possible on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with

Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 H12 Access Closure and Parking Re-instatement

No development shall take place on site until a scheme to ensure the re-provision of on-street car parking, re-provision of any highways structures and the closure of the existing vehicular access onto Whitehall Road (including removal of the dropped kerb reinstatement of the footway to match the adjoining footway) has been submitted to, and agreed in writing by, the Local Planning Authority. The agreed scheme shall be implemented within one month of the new access hereby approved being completed.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

13 H13 Installation of gates onto a highway

No gates shall be installed which open outwards over the highway/footway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

14 H15 Cycle Storage - In accordance with approved plans

The development hereby permitted, shall not be occupied until the cycle storage, changing facilities, lockers and shower facilities for cyclists (delete as appropriate) have been provided in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

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 3C of the London Plan. (February 2008).

15 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 3C of the London Plan. (February 2008).

16 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 character and amenities of the area, in accordance with Policies BE4, BE13, BE19 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

17 RPD3 Obscured Glazing

The ground floor windows facing Whitehall Road shall be glazed with permanently obscured glass below a height of 1.8m above the adjacent pavement level for so long as the development remains in existence.

REASON

To protect the privacy of future occupiers of the development in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

18 RPD4 Prevention of Balconies/Roof Gardens

The roof area of the extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard privacy to adjoining properties in accordance in accordance with Policies BE4, BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19 RPD5 Restrictions on Erection of Extensions and Outbuildings

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

20 RPD9 Enlargement to Houses - Roof Additions/Alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no addition to or enlargement of the roof of any dwellinghouse shall be constructed.

REASON

To preserve the character and appearance of the development and protect the visual amenity of the area and to ensure that any additions to the roof are in accordance with policies BE4, BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

21 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 and documents 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 Policies 3A.5, 4B.1 and 4B.5 of the London Plan (February 2008) and the Accessible Hillingdon SPD.

22 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 exercising 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 policies 4B.1 and 4B.6 of the London Plan.

23 TL20 Amenity Areas (Residential Developments)

No development shall commence until final details of the layout and allocation of amenity space to the dwellings hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter none of the dwellings hereby permitted shall be occupied, until the outdoor amenity areas have been completed and made available for use by residents in accordance with the approved details. 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 (February 2008) Policy 4B.1.

INFORMATIVES

1 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.

2 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

3 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.

4 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

5 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

6 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) 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. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the

necessity for the building owner to comply fully with the Act.

7 129 **Conservation Area Consent**

As the application site lies within a conservation area, Conservation Area Consent may be required for any demolition works. You should seek advice from the Conservation Officer, Planning & Community Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW before undertaking any demolition works for which consent has not already been granted.

8 147 **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).

9 152 **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).

10 153 **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.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE4	New development within or on the fringes of conservation areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE6	Proposals likely to result in pollution
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R17	Use of planning obligations to supplement the provision of recreation, leisure and community 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
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

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It is recommended that the conversion is checked to prevent/minimise the possible entry of any migrating ground gas. Please contact the Building Control Inspector and/or the Environmental Protection Unit on 01895 250155 if you require any advise.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is that of the Cowley Brick Public House at no. 51 Chiltern View Road, which is a corner plot housing an attractive two storey Victorian property, with later Edwardian alterations. The property was converted to a Public House in the early 20th Century and historical evidence suggests that prior to this the building was divided into three properties.

The frontage of the site is surrounded by a low rendered wall and a dropped kerb exists from Chiltern View Road. An existing vehicular access also serves the site from Whitehall Road and a number of on-street parking bays run along Whitehall Road adjacent to the site.

A yard to the rear of the public house is constrained by a 2m high wall and a single storey outbuilding is located in the north eastern corner of the site.

Chiltern View Road is characterised primarily by two storey terraced or semi-detached properties, however there are a mixture of property types with some three storey properties within the eastern part of the road. Burr Hall a Grade II Listed Building is also located 11 plots to the east of the application site.

Whitehall Road consists of three storey red bricked buildings, however due to a significant change of level these are accessed via bridges and have the appearance of two storey properties.

Residential properties at no. 49 Chiltern View Road and no.82 Whitehall Road abut the site to the east and north, respectively.

The application site lies within the Greenway Conservation Area.

3.2 Proposed Scheme

The application seeks the change of use of the site from an A4(Drinking Establishment) to C3 (Residential) comprising three terraces dwellings (2 x one bedroom and 1 x two bedroom).

The proposal would involve the subdivision of the existing public house and physical alterations to the building incorporating physical alterations to the building.

To the rear, the existing large single storey rear extension would be demolished. This would be replaced for approximately two thirds of the properties width by a two storey rear extension with gable elements aligned with the rear building line of no. 49 Chiltern View Road. A single storey extension would be erected on the remaining third of the property closest to Whitehall Road, which would share the same rear building line and retain the existing boundary wall.

The existing outbuilding would be demolished and a lightweight single storey structure with a slate roof and solar panels would be erected on the rear boundary to provide a covered car parking space and cycle storage.

The rear garden would be soft landscaped and set out as a combination of communal and private amenity space.

On the eastern facade facing Whitehall Road an existing ground floor window would be replaced by a smaller window and the other would be fitted with obscured glass. A new vehicular crossover would be created toward the rear of the property with a gate to match the existing. The existing vehicular crossover on Whitehall Road would also be reinstated to footpath, but the access gate retained for pedestrian use.

To the site frontage portions of the low level wall would be removed, a ground floor window replaced with a door, and the area set out to provide two parking spaces alongside soft landscaping.

3.3 Relevant Planning History

64176/APP/2008/511 51 Chiltern View Road Uxbridge

RETENTION OF GAZEBO TO FRONT OF PUBLIC HOUSE (RETROSPECTIVE APPLICATION).

Decision: 01-05-2008 Refused

Appeal: 12-02-2009 Dismissed

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

- (a) The London Plan
- (b) Planning Policy Statement 1: Delivering Sustainable Development
- (c) Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
- (d) Planning Policy Statement 3: Housing

- (e) Planning Policy Statement 5: Planning for the Historic Environment
- (f) Planning Policy Guidance 13: Transport

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.18 To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough.
- 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:

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- 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.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE4 New development within or on the fringes of conservation areas
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE6 Proposals likely to result in pollution
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H8 Change of use from non-residential to residential
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community 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
- 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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 3rd November 2010

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised as affecting the character or appearance of The Greenway Conservation Area and 56 nearby owner/occupiers including The Greenway Conservation Panel were notified directly.

A 22 signature petition has been received supporting the proposal to convert the public house to housing. A letter of support has also been received citing that the proposal would remove detrimental impacts on amenity which have previously arisen from the public house.

One objection has been received raising concerns relating to:

- (i) Adequacy of car parking and safety (proximity of car parking to junction)
- (ii) Loss of water pressure; and
- (iii) The adequacy of the amenity space for future occupiers.

Internal Consultees

CONSERVATION OFFICER

Proposal:

Change of use from A4 (drinking establishment) to C3 (residential units) for use as 2x1 bed and 1x2 bed two storey terraced dwellings with associated parking and amenity space involving a two storey rear extension, alterations to existing front and side elevations, repositioning of vehicular access to side and alterations to existing vehicular crossover to front involving the demolition of existing single storey rear extensions and outbuildings to rear.

Background:

This is an attractive two storey late Victorian property, with later Edwardian alterations within the Greenway Conservation area. The property was converted to a public house in the early 20th Century. The scheme was subject to pre-app discussions, and since the meeting, the applicant has submitted further OS map and an early photograph of the property dating from the 1930s to show that the site originally consisted of three properties.

The area is characterised by suburban villas and terraced properties with front gardens and large gardens to the rear. New development within conservation areas should respect the established character of the area and should enhance its appearance (PPS 5).

Comments:

There is no objection in principle to the conversion of the PH for residential use, or to the demolition of the existing outbuildings and the single storey extensions as these are of no architectural or historical value.

Following comments made during pre-app discussions, the applicant proposes 2x1 and 1x2 bed

cottages, instead of the preferred option of three two bedroom cottages. This would be considered an improvement in terms of intensification of use, and there would be no objections to the same from a conservation point of view.

The proposed two storey rear extension appears subordinate to the main building, and again there would be no objections to it. Most of the other alterations proposed are internal and, from a conservation point of view, there are no objections to them.

With regards to the paving of the front garden, whilst not ideal, the applicant proposes to mitigate the same by introduction of formal landscaping. Whilst acceptable in principle, the detailed landscaping scheme should be subject to comments from the Landscape Officer.

The adequacy of the residential living environment would need to be assessed by the Case Officer.

The scheme also proposes an additional vehicular cross over to the side of the property. Details of boundary treatment, posts and coping should be submitted for further approval, and conditioned accordingly.

Whilst the scheme proposes to retain the original pub sign, written approval from the Council should be sought for its removal in the future. This should be conditioned accordingly.

Samples of all external finishes should be submitted to the Council for approval, and should be conditioned.

Conclusion:

Acceptable from a conservation point of view, subject to above conditions.

TREES AND LANDSCAPING

Background:

The site is the former Cowley Brick pub at the junction of Chiltern View Road and Whitehall Road. There is an external (hard-surfaced) space to the front of the building which was formerly the pub garden. There is a yard to the rear of the pub which is contained by a 2 metre high wall and gate fronting onto Whitehall Road. There are no trees or other significant landscape features which might constrain development or change of use.

There are no Tree Preservation Orders on, or close to, the site. However, it is situated within a designated Conservation Area.

Proposal:

The proposal is to convert the pub into three self-contained flats, with off-street parking for three cars, cycle and bin stores, a shared communal garden and private external spaces. Drawing No. 11 shows indicative planting to the front and rear.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- In this case there are no landscape features which are worthy of retention, or protection.
- The plans indicate that there is space and opportunity to secure a high quality landscape setting (hard and soft) which should be designed to complement the building and enhance the local Conservation Area.
- HDAS (Residential extensions, chapter 11.2) recommends that, where parking space is increased in front gardens at least 25% of front garden space is retained for soft landscaping.
- DCLG / EA guidance requires new driveways to be designed and installed in accordance with SUDS principles.

· Due to the inclusion of shared communal space, a management/maintenance plan should be secured to ensure that the spaces are established and maintained in accordance with the design intentions.

Recommendations:

No objection subject to conditions TL5, TL6, TL7.

HIGHWAYS

The proposal would not result in a significant increase in the sites traffic generation. The level of parking provision would be acceptable and the proposed vehicular access arrangements would be acceptable in terms of highway & pedestrian safety.

The new vehicular access on Whitehall Road would necessitate the removal of a highways sign and the reduction in a marked out on-street parking area. However the closure of the existing access would enable the re-provision of this infrastructure, which should be secured by condition.

No objection subject to conditions ensuring:

- * The provision of the car parking spaces;
- * The provision of appropriate visibility splays and prevention of gates opening over the highways
- * The removal of the existing vehicular crossover on Whitehall Road; and
- * The re-provision of any on-street parking or highways structures removed in implementing the new vehicular crossover on Whitehall Road.

ACCESS OFFICER

I consider that to require a larger entrance level WC would render the scheme non-viable. Given that the proposed units would be small and that the plans have otherwise been amended to accommodate the lifetime home standards, I consider that a good compromise has been achieved.

I would therefore support the above development proposal.

ENVIRONMENTAL PROTECTION UNIT - CONTAMINATION

Please note that the application site to be converted to residential is located near filled ground. The fill material is described as ashy, clay, with wood and brick from a site investigation near by, so there is a small possibility of gas being generated. It seems likely the building may predate the in-filled ground of a former clay pit, so no serious problems are anticipated. The gas informative is advised as a precaution.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application proposes the change of use of a public house (Use Class A4) to three individual dwellings (Use Class C3).

The change of use of non-residential premises to residential is acceptable under policy H8, so long as:

- i) A satisfactory residential environment can be achieved;
- ii) The existing use is unlikely to meet a demand for such accommodation in the foreseeable future; and
- iii) The proposal is consistent with other objectives of this plan, having particular regard to the contribution of the existing use to those objectives.

The premises is no longer operating as a public house and there is evidence that while the premises was in operation a number of complaints regarding nuisance were received by the Council's licensing team. Further, there are no policies which would seek to retain

the site in use as a public house and no objection is therefore raised to the principle of a change of use.

As discussed in the following sections of this report it is considered that the application would provide an appropriate residential living environment for future occupiers as discussed within the relevant section of this report and the proposal would also accord with other relevant policies. In particular the proposal would provide additional housing and contribute to meeting housing need within the borough.

The proposal is therefore considered to accord with Policy H8 of the Saved Policies UDP and be acceptable in principle.

7.02 Density of the proposed development

Policy 3A.3 of the London Plan seeks to ensure that developments maximise the potential of sites through achieving the highest density compatible with surrounding context and other relevant considerations. Table 3A.2 of the London Plan sets out density recommendations for different locations.

The application site has a public transport accessibility level (PTAL) of 2 and is considered to benefit from a good supply of local facilities being within 800m of an Metropolitan Centre. However, due to the low density nature of surrounding developments and the particular character of the Conservation Area the site is considered to be suburban in context. The London Plan therefore recommends a density of 150 - 250 habitable rooms per hectare.

The application proposes the conversion of the existing public house into three residential dwellings and would result in a density of approximately 222 habitable rooms per hectare and therefore falls within the density recommendations of the London Plan.

The proposal is considered acceptable with regard to other material considerations as addressed within the body of this report and accordingly, no objection is raised to the proposed density.

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

The proposal is not located within an Area of Special Local Character or within such proximity of a Listed Building that it would affect its setting. Nor is the proposal likely to result in harm to any remains of archaeological importance.

The site is located within the Greenway Conservation Area and accordingly the proposal must be considered in the context of Policy BE4 of the Saved Policies UDP which requires applications to preserve or enhance those features of a Conservation Area which contribute to their special architectural and visual qualities and avoid the loss of such features. The policy includes a presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a Conservation Area.

The application would facilitate the retention of the existing building on site, which is a late Victorian property with Edwardian alterations in addition to the majority of the existing boundary wall adjacent Whitehall Road. The building is located on a relatively prominent corner marking the entrance to the Greenway Conservation Area and is considered to contribute to the architectural and visual qualities of the area. Accordingly, the principle of a development which would retain the majority of existing built form is strongly supported.

The single storey rear extensions and outbuildings proposed for demolition are in themselves of no particular architectural or historical value and accordingly there is no

objection to their removal. Nor is there any objection to the limited demolition of the low level front boundary wall, which represents a recent addition, or the installation of an additional gate in the boundary from Whitehall Road.

The proposed part two storey and part single storey rear extension would appear subordinate to the main building and is of a design which would fit comfortably within the surrounding Conservation Area. The lightweight single storey structure within the garden (providing a car port and cycle storage) would be largely screened by the retained boundary wall and is indicated to be of materials appropriate for the surrounding context as is the additional access gate off Whitehall Road. The site frontage would also benefit from an appropriate level of soft landscaping.

The proposal also indicates the retention of the existing public house sign which would provide reference to the historic use of the site and is therefore supported.

The Council's Conservation Officer has reviewed the proposal and considered the application to be acceptable from a Conservation standpoint, subject to a suite of conditions.

The retention of the existing building and design of proposed extensions demonstrated by the proposals is considered to represent a positive approach to redevelopment of this sensitive site and accordingly the proposal is strongly supported in terms of Policy BE4 of the Saved Policies UDP.

7.04 Airport safeguarding

The proposal would not contravene airport or aircraft safeguarding criteria.

7.05 Impact on the green belt

The application site is not located within or close to the designated Green Belt.

7.07 Impact on the character & appearance of the area

The developments impact on the character of the area is fully discussed within the 'Impact on archaeology/CAs/LBs or Areas of Special Character' section of the report.

7.08 Impact on neighbours

The closest residential properties to the application site are no. 49 Chiltern View Road and no.82 Whitehall Road.

The proposed two storey rear extension aligns with the rear building line of the property at no.49 Chiltern View Road, accordingly it would not result in a dominant impact on or a loss of light to these neighbouring occupiers. Nor would the proposal introduce any windows which would face this property or result in a loss of privacy for occupiers of this property.

No. 82 Whitehall Road does not have any windows facing the application site, nor would any part of the proposed two storey extension be visible from windows of this property. Accordingly, the proposal would not have a dominant impact on or result in a loss of light to occupiers of this property. The siting of the property and lack of facing windows also means that that the proposal would not result in any overlooking of either habitable rooms or sensitive areas of amenity space serving this property.

Accordingly, it is not considered that the proposal would result in any detrimental impacts on the amenity of neighbouring occupiers and would comply with Policies BE19, BE20, BE21 and BE24 of the Saved Policies UDP and guidance within the Hillingdon Design and Accessibility Statement - Residential Layouts.

7.09 Living conditions for future occupiers

Policy BE24 the Saved Policies UDP and guidance within the adopted Hillingdon Design and Accessibility Statement (HDAS) - Residential Layouts require that the design of new buildings protects the privacy of occupiers and their neighbours.

The proposal would not introduce any habitable room windows which would be overlooked by either neighbouring properties or other dwellings within the proposed development. In addition the plans clearly demonstrate that the ground floor windows adjacent to Whitehall Road would be either high level or fitted with obscure glass to a height which would protect the privacy of the future occupiers of this unit. These measures could be secured by way of condition.

The HDAS - Residential Layouts and Policy BE20 of the UDP seek to ensure that all residential developments and amenity space receives adequate daylight and sunlight while Policy BE21 seeks to resist development which would have unacceptable levels of residential amenity.

The proposed one bedroom dwellings both benefit from large windows or french doors in both the front and rear elevations. While the proposed properties would be relatively deep as proposed, respectively 10m and 11m, the internal design at ground floor level ensures an open plan layout for the primary living space and provides for internal windows between the kitchen and living space. It is considered that the proposed layout would ensure an appropriate level of light for future occupiers. At first floor level each bedroom would benefit from a clear glazed window.

The proposed two bedroom unit benefits from a large open plan habitable space at ground floor level which would be served by a large bay window, with additional light being provided by high level and obscure glazed windows secondary windows facing Whitehall Road. At first floor level each of the bedrooms would benefit from a clear glazed window.

All habitable rooms within the proposed units would benefit from an appropriate outlook.

Accordingly, the proposal is considered to comply with Policies BE20 and BE21 of the Saved Policies UDP.

The HDAS - Residential Layouts seeks to ensure that an appropriate living environment for future occupiers through the provision of adequate internal floorspace within residential units. For one-bedroom and two-bedroom units it seeks a minimum internal floorspace provision of 50m² and 63m², respectively. Each of the proposed units exceeds these minimum standards.

Policy BE23 of the Saved Policies UDP requires the provision of adequate levels of external amenity space which must be convenient located and usable. The HDAS - Residential Layouts recommends as a minimum provision of private amenity space for dwellings of 40sq.m and 60sq.m, respectively, for one and two bedroom dwellings. This would equate to a requirement for 140sq.m of private amenity space.

In terms of amenity space the applicant has provided two sets of plans providing different options.

Option 1 provides on site amenity space for the proposed dwellings in the form of a communal amenity area and three more private secluded gardens. While this form of amenity space is unusual for individual dwellings it does enable the available amenity space to be fully utilised by the future occupiers and is considered acceptable having

regard to the small dwelling sizes which would be less likely to be used as family accommodation.

The quantum of amenity space provided, at approximately 105sq.m, would fall 35sq.m below the level recommended under the HDAS - Residential Layouts.

Option 2 provides an private garden area for each property with approximately 34sq.m for each unit. Again the quantum of amenity space for each of the units would fall below the HDAS Recommendations.

Option 1 would provide the benefit of a larger expanse of amenity space which could be utilised by any future occupier, whereas option 2 would provide a greater level of private amenity space for each unit.

While under either option the quantum of amenity space falls below the HDAS recommendation, it should be acknowledged that the application proposes small units which are less likely to be used as family accommodation and the site is located within 400m of a recreation ground and within walking distance of Uxbridge Town Centre, thereby meeting the majority of exception criteria set out within the HDAS SPD 'Residential Layouts'.

The shortfall must also be considered against the positive contribution of the existing building to the character of the Conservation Area and the policy objective of retaining features of merit, set out within Policy BE4 and the constraint that this retention places on redevelopment of the site. In addition to the high quality design of the proposal as a whole which respects the character of the area and provides an acceptable living environment in all other respect.

On balance it is considered that the level of amenity space will be sufficient to serve the proposed development in accordance with Policy BE23 having regard to the location site and the high quality of the design in other respects.

Officers are of the view that either option of amenity space provision would provide an appropriate residential environment for differing reasons, however should members be minded that one option was inferior this issue could be controlled by an appropriate condition. A condition is recommended requiring the applicant to confirm the final rear garden layout.

Overall, is considered that the proposal would result in a satisfactory residential environment for future occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal would not result in a significant increase in the sites traffic generation.

The proposal would provide 3 car parking spaces (1 per unit). Two of these would be accessed via an existing dropped kerb to the sites frontage and the third would be accessed via a new vehicular crossover off of Whitehall Road to the rear of the site. The existing dropped kerb on Whitehall road would be re-instated to pavement.

The level of parking provision is in accordance with the Council's maximum parking standards and considered acceptable having regard to the small size of the proposed units and the proximity to Uxbridge Town Centre. The proposal would also provide for cycle storage in accordance with the Council's Standards.

The Council's Highways Engineer has reviewed the proposal and raises no objections in terms of highways or pedestrian safety.

The proposed vehicular access would be located adjacent to an existing on-street parking area on Whitehall Road and would therefore require the removal of a highways sign and part of the parking area. However, the removal of the existing vehicular crossover would enable the re-provision of the on street parking. Subject to a condition to ensure the crossover works, reinstatement of the highways sign and remarking/re-provision of on-street parking no objection is raised to the proposal on highways grounds.

7.11 Urban design, access and security

Issues relating to design are addressed within the 'Impact on archaeology/CAs/LBs or Areas of Special Character' section above.

Issues relating to access are addressed within the 'Disabled access' section below.

Subject to a condition to ensure any proposed works are carried out to an adequate standard it is considered that the proposal would result in a secure development.

7.12 Disabled access

Policies 3A.5 and 4B.1 of the London Plan and the Accessible Hillingdon SPD require that all new developments meet the highest standards of inclusive design and that new dwellings should be designed to Lifetime Homes Standards. However, the SPD recognises that within conversions the existing building can represent a constraint and flexibility should be applied in such situations.

The applicant has submitted detailed plans and statements which address the various features of a Lifetime Home. The have been considered by the Council's Access Officer has reviewed the submission in detail and supports the proposal.

7.13 Provision of affordable & special needs housing

The proposal falls below the threshold at which the provision of affordable housing is required and does not relate to special needs housing.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Saved Policies UDP seeks to retain landscape feature of merit and provide new landscaping wherever appropriate.

There are no landscape feature which are worthy of protection within the application site or on its boundary.

The proposals demonstrate that the frontage of the site would benefit from a significant level of soft landscaping, which would comply with the recommendations within the HDAS - Residential extensions that at least 25% of dwelling frontages should be soft landscaped. This would also serve to enhance the appearance of the site frontage and the Conservation Area which does not currently benefit from soft landscaping.

The plans indicate that there would be the opportunity to create a high quality landscape setting with provision of a mixture of spaces for communal and private use which would complement the built form and enhance the the Conservation Area. there is space and opportunity to secure a high quality landscape setting (hard and soft) which should be designed to complement the building and enhance the character of the Conservation Area.

The Council's Trees & Landscape Officer has reviewed the proposal and raises no

objections subject to the inclusion of conditions to ensure implementation of appropriate landscaping and maintenance of the communal area.

7.15 Sustainable waste management

Policy 4A.23 of the London Plan requires that new development provide adequate facilities for the storage of waste and recycling.

The proposal seeks the conversion of the existing public house into three individual dwelling houses, accordingly waste could be stored within the private rear gardens and the waste bags brought to the street on collection day as is standard practice within the Borough.

Subject to a condition to ensure that the location of storage facilities and measures to screen these are agreed the proposal would provide an appropriate arrangement in terms of waste management.

7.16 Renewable energy / Sustainability

Policies 4A.3 and 4A.7 of the London Plan seek to ensure that developments achieve the highest possible levels of sustainable design.

The application demonstrates that a number of methods will be utilised to reduce the buildings carbon dioxide emissions, including the utilisation of highly insulating materials where possible, the use of low energy lighting and a high efficiency gas boiler. The applicant proposes the installation of of approximately 9sq.m of solar photovoltaic panels on the roof of the car part and cycle parking area, this proposal is considered a positive way to introduce renewable technology on this site as the panels will not be visible from Chiltern View Road within the Conservation Area and will have a lesser visual impact than a normal roof top installation.

The proposal also indicated that rainwater harvesting in the form of water butts will be integrated enabling rainwater to be utilised for general tasks such as landscape maintenance and reducing overall water use.

Overall, it is considered that the proposal would represent a sustainable design, reducing carbon dioxide emissions in a manner which is sensitive to the surrounding Conservation Area. Subject to conditions to ensure the implementation of the proposed measures the scheme is considered acceptable in this regard.

7.17 Flooding or Drainage Issues

The application site is not located within an area at risk of flooding, but Policies 4A.3 and 4A.18 of the London Plan require that all developments seek to manage flood risk through sustainable techniques.

The proposal would result in a reduction in the footprint of built form on site and an increase in the amount of soft landscaping serving to reduce levels of surface water run off. Subject to conditions to ensure that sustainable drainage techniques are incorporated into the design, in particular new aspects of hard standing, it is not considered that the development would comply with

7.18 Noise or Air Quality Issues

NOISE

Policy OE1 resists proposals which are likely to be detrimental to the amenities of surrounding properties by way of noise or other environmental impacts.

The proposed residential properties would be sited within a residential area and as such

would not generate noise or other impacts which would be detrimental to the amenity of neighbouring properties.

Subject to proper management public houses are not necessarily a cause of disturbance, nor are they inappropriate in residential areas. However, in this case it should also be noted that when in use as a public house the site seems to have been a source of complaints to the Council's licensing section and the proposed residential units are likely result in less disturbance to nearby occupiers.

AIR QUALITY

The proposal would not result in any significant impact on local air quality.

7.19 Comments on Public Consultations

Issues (i) and (iii) are addressed within the body of the report.

Issue (ii) relates to potential loss of water pressure. It is not considered that the conversion of the existing public house to residential units would have any significant impact on water pressure in the local area.

7.20 Planning obligations

The application is not of a scale which would necessitate any mitigation by way of planning obligations.

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

10. CONCLUSION

The application seeks the change of use of the site from an A4(Drinking Establishment) to C3 (Residential) comprising three terraces dwellings (2 x one bedroom and 1 x two bedroom) incorporating a rear extension, alterations to the front and side elevations, car parking arrangements and soft landscaping.

The proposed extensions are considered subordinate in appearance to the existing building. The proposal as a whole is considered to represent a positive approach to redevelopment of the site which would harmonise with the character of the Conservation Area.

The proposal is considered to provide an appropriate living environment for future occupiers and an attractive landscape environment. The proposal also includes an acceptable level of inclusive design.

Subject to conditions ensuring the reinstatement of on-street parking on Whitehall Road the proposal is acceptable in terms of car parking provision, cycle parking provision, highway and pedestrian safety.

Overall, the proposal is considered to represent a positive approach to redevelopment of the site balancing the retention of the existing building against other material considerations. The application is therefore recommended for approval subject to conditions.

11. Reference Documents


- (a) The London Plan
- (b) Planning Policy Statement 1: Delivering Sustainable Development
- (c) Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
- (d) Planning Policy Statement 3: Housing
- (e) Planning Policy Statement 5: Planning for the Historic Environment
- (f) Planning Policy Guidance 13: Transport

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Notes

 Site boundary

For identification purposes only.

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51 Chiltern View Road Uxbridge	
Planning Application Ref:	Scale
64176/APP/2010/2097	1:1,250
Planning Committee	Date
Central and South	January 2011

**LONDON BOROUGH
OF HILLINGDON**

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