

## **Report of the Head of Planning, Transportation and Regeneration**

**Address** REAR OF 1-3 COLHAM MILL ROAD WEST DRAYTON

**Development:** Retention and alteration of 4 shipping containers for office use (Use Class E(g)(i)) with associated parking (Part Retrospective)

**LBH Ref Nos:** 52884/APP/2020/2090

**Drawing Nos:** 2020-1CMR-COU-2 Rev. 1.0  
2020-1CMR-COU-3 Rev. 1.0  
2020-1CMR-COU-4 Rev. 1.0  
2020-1CMR-COU-5 Rev. 1.0  
2020-1CMR-COU-6 Rev. 1.0  
2020-1CMR-COU-1 Rev. 1.0A

**Date Plans Received:** 07/07/2020

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

**Date Application Valid:** 21/07/2020

### **1. SUMMARY**

The application seeks planning permission for the retention and alteration of 4 shipping containers for office use (Use Class E(g)(i)) with associated parking (Part Retrospective). The proposal is considered acceptable on visual grounds and would not result in an unacceptable loss of amenity to neighbouring occupiers. Furthermore the proposal would not have a detrimental impact upon highway safety.

The application is recommended for approval.

### **2. RECOMMENDATION**

**APPROVAL subject to the following:**

#### **1 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2020-1CMR-COU-2 Rev. 1.0, 2020-1CMR-COU-4 Rev. 1.0, 2020-1CMR-COU-5 Rev. 1.0 and 2020-1CMR-COU-6 Rev. 1.0 and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2016).

#### **2 COM22 Operating Hours**

The premises shall not be used except between 0800 and 18.00, Mondays - Fridays and 1000 to 1600 Saturdays.

#### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

#### **3 COM9 Landscaping (car parking & refuse/cycle storage)**

Within three months of the date of this decision a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Hard Surfacing Materials
- 2.e External Lighting

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020).

**4 COM12 Use Within Same Use Class**

The premises shall be used for office use within Use Class E(g)(i) and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987) as amended.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

**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 Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DME 3	Office Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

### **3            I59                      Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

### **4            I70                      LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

## **3.        CONSIDERATIONS**

### **3.1      Site and Locality**

The application site is located to the South of Nos. 1-3 Colham Mill Road, which are two storey properties with small rear gardens and to the West of the retail properties on Station Road, also two storey. To the South of the site lies No. 4 and 4a, which are semi-detached bungalows. The site comprises former derelict land on a 350 sq.m plot with three garages used for storage. Access to the site is via Colham Mill Road. 4 containers have been placed on the site.

The site has a PTAL rating of 2.

### **3.2      Proposed Scheme**

The application seeks planning permission for the retention and alteration of 4 shipping containers for office use (Use Class E(g)(i)) with associated parking (Part Retrospective).

### **3.3      Relevant Planning History**

52884/APP/2000/429      Land At Rear Of 2 And 3 Colham Mill Road West Drayton  
ERECTION OF A SINGLE STOREY BLOCK OF FOUR GARAGES

**Decision:** 01-12-2000    Approved

52884/APP/2016/1978    Rear Of 1-3 Colham Mill Road West Drayton

2-bed detached bungalow with associated parking and amenity space.

**Decision:** 19-09-2017    Refused

**Appeal:** 16-10-2018    Dismissed

52884/PRC/2015/195      Land At Rear Of 2 And 3 Colham Mill Road West Drayton

2 x 2 bedroom, two storey dwellings

**Decision:** 03-03-2016    OBJ

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

It is noted that planning permission was refused under application reference 52884/APP/2016/1978 for the erection of a 2-bed detached bungalow with associated parking and amenity space for the following reasons:-

1. The proposal, by reason of its size, bulk, and proximity, with inadequate separation distances between the proposed dwelling and the existing properties at 2 and 3 Colham Mill Road, would result in an overly dominant, visually intrusive and an un-neighbourly form of development, resulting in a material loss of residential amenity. Therefore the proposal would be contrary to Policies BE19, BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2. The proposal has not demonstrated that sufficient off street parking/manoeuvring/access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policy AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3. The proposal would result in the provision of habitable rooms with very poor levels of outlook and light to the detriment of the amenities of future occupiers. The proposal is therefore contrary to Policies BE19 and BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (2016).

4. The proposed building would constitute a cramped form of development, largely filling the space to the 1-3 Colham Mill Road which would result in the closing of an important gap characteristic to the area and would be visually at odds with the predominant character, appearance and scale of buildings within the surrounding street scene and would thus be contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5 and 7.4 of the London Plan and the council's adopted Supplementary Planning Document HDAS: Residential Layouts.

An appeal was subsequently dismissed which is discussed in the sections below.

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

## **UDP / LDF Designation and London Plan**

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DME 3 Office Development  
DMHB 11 Design of New Development  
DMHB 12 Streets and Public Realm  
DMHB 14 Trees and Landscaping  
DMT 2 Highways Impacts  
DMT 6 Vehicle Parking

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

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

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

### **6. Consultations**

#### **External Consultees**

25 neighbouring properties were consulted by letter dated 22.7.20.

7 letters of objection have been received raising concerns relating to:

1. The area was supposed to be used for over-flow parking for the cafe
2. The additional parking and office use will detract from highway safety and congestion in a busy area
3. Concerns about health and safety
4. Concerns whether the building complies with building regulations
5. Development out of keeping with the character of the area

Officer note: The planning issues are addressed in the sections below. It is also noted that the application site does not have an authorised use for parking in connection with the cafe.

The application has been referred to Committee by the Ward Councillor who has raised the following concerns:

1. That the building is out of character with the street scene and surrounding area.
2. That it results in a loss of amenity space to adjoining residential properties.
3. That it encourages "backland" commercial development.

#### **Internal Consultees**

Highways Officer:

This is a part retrospective application for retention of four containers and change of use from car parking to office use with associated car parking. The site is behind shops in West Drayton Town

Centre and access via dropped kerb and alleyway from Colham Mill Road. The site is currently used as an informal car parking but with minimal vehicles parked in this location, it is felt there would be limited, if any displaced parking which would impact on the restricted highway network. There are no highway objections to this application.

Landscape Officer:

This site is occupied by an area of open space behind 1 Station Road, which is accessed via a service road off Colham Mill Road. The aerial photograph from 2008 indicates that part of the space was hard surfaced and used for parking and part laid to grass. Since then the photographs indicate that the use has varied with the whole site laid to tarmac between 2015 and 2019. There are no trees and no TPO's or Conservation Area designations affecting the site.

COMMENT: There is no objection to the proposal to keep the containers and parking in this space subject to tree planting or other landscape in the site corners/boundaries to improve the relationship with adjacent residential properties. The colour/condition of the containers is not known, however, if necessary they should be painted a recessive colour, such as 'invisible green', to reduce their visual impact when viewed from outside the site.

RECOMMENDATION: No objection subject to conditions COM9 (parts 1, 2 and 5).

## **7. MAIN PLANNING ISSUES**

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

The site lies within an established developed area. It has no known lawful use, but would appear to have been used as parking, which was not related to the surrounding properties, and had a number of structures/garages on it. Given this situation it is considered that there would be no objection in principle to the office use of the site, subject to all other material planning considerations being acceptable.

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

Not applicable to this application.

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

Not applicable to this application.

### **7.04 Airport safeguarding**

Not applicable to this application.

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

Not applicable to this application.

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

The NPPF (2012) notes the importance of achieving design which is appropriate to its context stating that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

Policy 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy 7.4 of the London Plan states, "Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function

of the area."

Policy BE1 of the Hillingdon Local Plan (November 2012) requires that all new development achieves a 'high quality of design in all new buildings, alterations and extensions'.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding: · scale of development, considering the height, mass and bulk of adjacent structures; · building plot sizes and widths, plot coverage and established street patterns; · building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment. ii) ensuring the use of high quality building materials and finishes; iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities; iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

The proposal is for 4 containers which have a footprint of some 58 sq.m with a maximum height of 2.7m, adjacent to the southern boundary wall which measures 2.3m in height. It is considered that the containers do not appear prominent within the street scene and do not detract from the visual amenities of the area.

it is noted that the Inspector in the 2018 appeal decision stated:-

"The appeal building would be experienced in this context. It would be of a comparable bulk, scale and footprint with the existing bungalows and it would have a similar amount of amenity space. The proposal would also have space about it, being set some 3.6 metres away from the western boundary and 1 metre from the southern boundary. Although it would develop an otherwise open parcel of land, due to the proposed layout, height and overall scale, the proposal would respond successfully to the character and appearance established by the existing bungalows rather than the 2 storey frontage development.

26. I therefore conclude that the proposal would not harm the character and appearance of the area."

It is concluded, in light of the Inspectors previous comments, which are a material consideration, and the fact that the containers are not prominent additions to the street scene, that the proposal would not unacceptably detract from the character and appearance of the locality in accordance with the requirements of Policy BE1 of the Hillingdon Local Plan (November 2012) and Policy DMHD 11 of the Hillingdon Local plan - Part Two (2020).

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

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The previously refused scheme sought permission for a bungalow measuring 4m in height.

Numbers 2 and 3 Colham Mill Road have relatively short rear gardens at a depth of approximately 6.5m. Whilst the proposed bungalow was proposed to be sited 1m off the rear boundary of these properties, a flank to rear separation distance of approximately 7.5-8 m would have been achieved between these properties. It was considered that the erection of a detached bungalow, measuring 4m in height, at a distance of just 7.5 m away from the rear elevations of numbers 2 and 3 Colham Mill Road, would have resulted in an un-neighbourly form of development resulting in an unacceptable loss of light and outlook. This view was supported by the Inspector at appeal which was dismissed on amenity grounds.

The current proposal differs from the appeal proposal in that the containers are sited along the southern boundary of the site achieving a minimum separation distance of 12m. Given the reduced height of the containers, 2.7m as opposed to 4m and the increased separation distance, it is considered that the proposal would not result in an unacceptable loss of light, outlook or privacy. The applicant confirms the hours of use are 08.00-18.00 Monday to Friday and 10am-16.00 on Saturdays. It is considered reasonable however, to impose an hours of use restriction to ensure that the occupants of nearby properties does not suffer an unacceptable level of noise and disturbance resulting from the proposed office use.

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

Not applicable to this application.

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

Policy DMT 2: Highways Impacts states:

Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6: Vehicle Parking states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity.

The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.



The Council's Highway Officer has confirmed that the site is behind shops in West Drayton Town Centre and access via dropped kerb and alleyway from Colham Mill Road. The site is currently used as an informal car parking but with minimal vehicles parked in this location, it is felt there would be limited, if any displaced parking which would impact on the restricted highway network. There are no highway objections to this application.

It is noted that in connection with the application for the detached dwelling on the site, the Council previously raised concerns with regard to substandard car parking provision, leading to on-street parking/queuing to the detriment of public and highway safety. The Inspector however stated:

"The Council suggest that the lack of suitable off-street parking spaces would give rise to on-street car parking and queuing which would be to the detriment of public and highway safety. However, this is not supported by any objective evidence. No car parking surveys have been provided to demonstrate that demand for on-street car parking exceeds supply and there is no evidence to suggest that existing on-street car parking is causing highway or public safety concerns.

15. The proposal may result in cars being parked on the road. However, based on the evidence that I have before me, I am not satisfied that a lack of parking provision will automatically give rise to safety concerns. I observed on my site visit that there are parking restrictions in the area and I note that the Highways Officer states that this is to allow the free flow of traffic. These restrictions would prevent cars being parked in inappropriate locations and whilst this may have an effect on the convenience of parking for future occupants, there is nothing in the evidence before me to suggest that this would be to the detriment of highway safety. 16. I therefore conclude that whilst the proposal would fail to provide suitable off-street car parking, this would not be to the detriment of public and highway safety."

The Inspector's findings, whilst in association with a proposed residential dwelling, are considered to reinforce the Highway Officers comments in relation to parking and highway safety.

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

The issues are addressed in the sections above.

#### **7.12 Disabled access**

No accessibility concerns are raised.

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

Not applicable to this application.

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

Policy DMHB 14: Trees and Landscaping requires:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey

identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

There is no objection to the proposal to keep the containers and parking in this space subject to tree planting or other landscape in the site corners/boundaries to improve the relationship with adjacent residential properties. A landscaping condition is proposed.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Not applicable to this application.

**7.18 Noise or Air Quality Issues**

No noise or air quality issues are raised.

**7.19 Comments on Public Consultations**

The comments are addressed in the sections above.

**7.20 Planning obligations**

Not applicable to this application.

**7.21 Expediency of enforcement action**

Given that this application is for the retention of the 4 shipping containers for office use, should members refuse the application, then the matter would be the subject of a separate enforcement report to a future committee.

**7.22 Other Issues**

No other issues raised.

**8. Observations of the Borough Solicitor**

**General**

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

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

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

**Planning Conditions**

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be

permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

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

Not applicable to this application.

### **10. CONCLUSION**

The application seeks planning permission for the retention and alteration of 4 shipping containers for office use (Use Class E(g)(i)) with associated parking (Part Retrospective). The proposal is considered acceptable on visual grounds and would not result in an unacceptable loss of amenity to neighbouring occupiers. Furthermore the proposal would not have a detrimental impact upon highway safety.

The application is recommended for approval.

### **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)  
The London Plan (2016)  
National Planning Policy Framework

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# Notes:

 Site boundary

For identification purposes only.

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Site Address:

**REAR OF 1-3  
COLHAM MILL ROAD  
WEST DRAYTON**

Planning Application Ref:

**52884/APP/2020/2090**

Planning Committee:

**Central & South**

Scale:

**1:1,250**

Date:

**February 2021**

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

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