

Report of the Head of Planning & Enforcement Services

Address: 123 UXBRIDGE ROAD HILLINGDON

Development: Part two storey, part single storey rear/side extension, part single storey, part two storey, part three storey front/side extension incorporating new front porch, alterations to existing elevations, installation of external staircase to side, installation of glass canopy to existing roof, installation of wheelchair ramp to front. Involving the conversion to provide a place of worship at ground and part first floor, a 2 bed self-contained unit at first floor and a 3 bed self contained unit on the second floor

LBH Ref Nos: 29448/APP/2011/639

Drawing Nos:

- LD/P/250/07/C
- LD/P/250/12/C
- Design & Access Statement
- Transport Statement
- 1:1250 Location Plan
- LD/P/250/11/C
- LD/P/250/01/B
- LD/P/250/02/B
- LD/P/250/03/B
- LD/P/250/04/B
- LD/P/250/05/B
- LD/P/250/06/B
- LD/P/250/08/B
- LD/P/250/09/B
- LD/P/250/10/B

Date Plans Received: 15/03/2011

Date(s) of Amendment(s): 15/03/2011

Date Application Valid: 01/04/2011

1. SUMMARY

Planning permission is sought for extensions and alterations to the existing building for use as a place of worship with 2 self-contained flats. The proposed extensions and alterations are not considered to detract from the character and appearance of the street scene. The proposed units would provide an adequate standard of accommodation for future occupiers however, the proposal fails to satisfactorily demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, be prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal fails to satisfactorily demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, be prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal also fails to demonstrate that sufficient off street parking provision (which meets the councils approved parking standards to service the proposed development)

would be made. The development would therefore lead to additional on street parking to the detriment of public and highway safety. The proposal therefore fails to comply with policies R9, AM2, AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE 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 REFUSE 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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
H7	Conversion of residential properties into a number of units
R9	Proposals for the use of buildings for religious and cultural purposes
R16	Accessibility for elderly people, people with disabilities, women and children
OE1	Protection of the character and amenities of surrounding properties and the local area
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.8	London Plan Policy 3.8 - Housing Choice
LPP 5.3	London Plan Policy 5.3 - Sustainable Design and Construction.
LPP 7.1	London Plan Policy 7.1 - Policy 7.1 Building London's neighbourhoods and Communities
LPP 7.2	London Plan Policy 7.2 - Creating an inclusive environment.

3

You are advised that any re-submission should include evidence to show there is a right

of way to the site from Churchill Close/Churchill Avenue.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the north east side of Uxbridge Road, south west of Churchill Close, and comprises a detached 3 storey building with a two storey extension, set some 20m from Uxbridge Road. The ground floor is currently vacant, but was previously in use as a veterinary clinic/surgery, with a double garage in the rear yard accessed off Churchill Close. Two detached single storey portacabins are also located in the rear yard. The first floor comprises a 3 bedroom flat and a studio flat to the rear, accessed from the rear yard via Churchill Close, and the second floor provides a 3 bedroom flat.

The ground floor level is part set below street level. The main entrance steps lead to the first floor flat, with secondary steps alongside leading down to the ground floor unit. Off street parking spaces lie in the front forecourt accessed off Uxbridge Road.

To the south east lies a single storey building in use as a place of worship by the Salvation Army and to the north west lies a BP Petrol filling station with a M&S convenience store. To the rear lies 1 Churchill Close, a two storey end of terrace house. The street scene is predominantly commercial in character and appearance and the application site lies within the developed area as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

This current application proposes a similar development to that which was previously refused. The main difference is that the number of self-contained flats has been reduced from 3 unit to 2 units and a Transport Statement has been submitted.

Planning permission is sought for extensive extensions and alterations to the existing building. It is proposed to erect a 3 storey extension along the front elevation of the existing building which would wrap around part of the western elevation, providing entrance lobbies on all floors. The proposed extension would bring the main building 2.6m forward of its current position. It would measure 9.8m wide and 2.6m deep along the front elevation, 7m wide and 2.7m deep along the side (western) elevation, and would be finished with a flat roof with coping set above a parapet, 9.5m high. A glass canopy is proposed at roof level providing natural light to the lobby area below.

The elevation to the main part of the building, along the front wall, would be rendered and finished with a parapet wall set 0.5m below the 3 storey extension, while the proposed extension along the western side will be brick finished and comprise centrally positioned windows providing natural light to the lobby and stairwell. The western elevation of this extension would provide an entrance at ground floor level with windows above, which would also provide natural light to the lobby and stairwell.

An entrance canopy is proposed along the front elevation of the building. It would comprise a flat roof with parapet structure supported by brick piers and would be open on all sides. The entrance canopy would be set adjacent to the eastern side boundary and would measure 9.7m wide, 1.8m deep and 4.8m high.

A two storey side extension is proposed along the eastern side of the building. It would measure 0.8m wide, set behind the front extension, extending to 7m wide at rear set flush with the rear wall of the two storey rear extension. It would be finished with a flat roof matching the height of the existing two storey rear extension. The extension would provide additional floorspace at ground, first and second floor.

The attached garage to the rear of the two storey rear extension would be converted to provide additional floorspace at ground floor level. It is also proposed to erect a first floor above this building. The proposed extension would measure 5m wide, 5.5m deep, set 2m behind the rear wall of the garage building, and finished with a flat roof matching the height of the two storey rear extension and proposed two storey extension. A new flat roof is proposed above the remainder of the garage building and a fire escape staircase would be positioned adjacent to the flank wall of the ground floor garage and first floor extension providing access from the first floor. The remainder of the rear area would provide a courtyard and two off-street parking spaces, all of which would be enclosed by a rear gate fronting the access road to the rear.

New and replacement windows are proposed in the existing elevations. The enlarged ground floor would provide a church hall with WC, and access lift within the converted garage building. The use of the ground floor as a place of worship does not result in a change in the lawful use of the ground floor unit.

The proposed first floor would provide a 2 bedroom self-contained flat at front with a multipurpose hall to the rear with ancillary offices, access lift and WC within the first floor extension above the garage. This hall would be accessed from the ground floor and as such would be ancillary to the place of worship. The proposal would therefore involve a part change of use of the first floor from residential to D1. The second floor would provide a 3 bedroom self-contained flat.

The front area would be retained as existing providing 5 off-street parking spaces. Some soft landscaping is also proposed in the front area.

The applicant has advised that the church has a membership of 150 visitors and will employ 7 full time staff and 3 part time staff. The offices and place of worship will operate between the hours of 9am to 5pm and between 9am and 1pm on Saturdays, Sundays and bank holidays, as stated on the application form, however the Transport Statement states that on Sundays, the use will operate between the hours of 09.30 and 12.30.

3.3 Relevant Planning History

29448/APP/2010/2027 123 Uxbridge Road Hillingdon

Erection of a part two storey, part single storey rear/side extension, part single storey, part two storey, part three storey front/side extension incorporating new front porch, alterations to existing elevations and installation of glass canopy to existing roof, involving the conversion to provide a place of worship at ground and part first floor, a 2 bedroom self-contained unit at first floor and one, and two bedroom units on the second floor.

Decision: 20-12-2010 Refused

Comment on Relevant Planning History

The above application was refused for the following reasons:

1. The applicant has failed to demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal also fails to demonstrate that sufficient off street parking provision (which meets the councils approved parking standards to service the proposed development) would be made. The development would therefore lead to additional on street parking to the detriment of public and highway safety. The proposal therefore fails to comply with policies R9, AM2, AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
2. The proposed one and two bedroom units fail to provide adequate internal floor space to satisfy the minimum area of 50sq.m and 63sq.m considered by design guidance to be the minimum necessary to provide an adequate standard of amenity for self-contained flats. As such, the proposal would provide a sub-standard form of residential accommodation, and would not represent suitable replacement provision, contrary to London Plan policies 3A.5 and 4B.1, policies H2, H3 and H7 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and paragraphs 4.6 to 4.8 of the Council's HDAS: 'Residential Layouts'.
3. The lack of outlook from and day light into the proposed first floor 2 bedroom flat (Flat 2) would result in an oppressive environment and the proposal would fail to provide a satisfactory residential environment for future occupiers of that property, contrary to advice contained within the Council's Supplementary Planning Document HDAS Residential Layouts, and to Policies 4B.3 of the London Plan (2008).
4. The development, by virtue of the lack of access for disabled persons to the upper level offices and multipurpose hall fails to ensure adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

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.
- PT1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- PT1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- PT1.32 To encourage development for uses other than those providing local services to locate in places which are accessible by public transport.
- PT1.38 To seek a reduction in road accident casualties through highway improvements including traffic calming and the design of new highway schemes.

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.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

H2 Restrictions on changes of use of residential properties

H3 Loss and replacement of residential accommodation

H7 Conversion of residential properties into a number of units

R9 Proposals for the use of buildings for religious and cultural purposes

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

OE1 Protection of the character and amenities of surrounding properties and the local area

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

LPP 3.8 London Plan Policy 3.8 - Housing Choice

LPP 5.3 London Plan Policy 5.3 - Sustainable Design and Construction.

LPP 7.1 London Plan Policy 7.1 - Policy 7.1
Buiding Londons neighbourhoods and
Communities

LPP 7.2 London Plan Policy 7.2 - Creating an inclusive environment.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

57 adjoining owner/occupiers have been consulted. No comments have been received.

Thames Water would advise that with regard to sewerage infrastructure we would not have any objection to the above planning application.

With regard to water supply, this comes within the area covered by the Veolia Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Internal Consultees

A ward Councillor requests that this application is reported to the planning committee.

Access Officer:

1. The proposed entrance ramp should be designed in accordance with Part M to the Building Regulations 2000 (2004 edition). A level access threshold and adequate front door width are assumed. If this is not the case, level access should be provided and a minimum door width of 1000mm achieved.
2. The new lift proposed should be orientated to ensure that internal car dimensions are in line with building regulations specification. It would appear from plan that lift door should be positioned on the narrowest side, to ensure that the left is 1400 mm deep by 1100 mm wide.
3. Confirmation that the proposed accessible WC would conform to BS 8300:2009 should be sought.

Recommended Informatives

4. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
5. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
6. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical.

No objection, subject to suitable conditions to address the above points.

Highways:

The submitted Transport statement has been reviewed and the previous highways reason for refusal remains valid.

Environmental Protection -Contamination:

You are advised that the digging of foundations for a previous extension in 1999 encountered oil contamination at the site. The petrol station next door was remediated in 1997, but it is possible some oil migrated to the site via the groundwater, although the source of the oil does not appear to have been clarified. A letter refers to gas/vapour protection measures being incorporated into the development in the form of a membrane and perforated pipes in the sub- floor and the contaminated material being taken away.

A contaminated land condition and contamination informative need to be included in any permission given.

Environmental Protection:

No objection, subject to conditions relating to noise levels, sound insulation, and deliveries/collection.

Waste Management:

The plan does not appear to show that a space has been allocated for the storage of waste from the domestic units. However, Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The current waste and recycling collection systems

are: -

- Weekly residual (refuse) waste using sacks purchased by the occupier
- Weekly dry recycling collection using specially marked sacks provided by the Council.

The waste and recycling should be presented near the curtilage of the property on allocated collection days.

Trees/Landscape:

The site is occupied by a religious centre fronting on to Uxbridge Road, close to the junction with Long Lane. A large building and hard landscape associated with parking spaces and access to the front dominates the plot.

There are no significant landscape features on the site which constitute a constraint on development. There is a wide strip of highway verge between the busy road and the parking spaces to the front. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

The proposal is to build extensions to the front, rear and side of the building, including the installation of a wheelchair ramp to the front and the conversion of uses within the building.

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.

No landscape features of merit will be lost due to the development. The proposal includes new hard landscaping but provides little, or no, opportunity for soft landscape enhancement on the site which would be of great benefit in this urban location. Drawing No. LDP/250/12/C indicates the area of soft landscape in front of the car park thought to be highway verge. If there is any scope for soft landscaping either on-site, or off-site, this should be secured by condition or legal agreement.

RECOMMENDATIONS:

No objection, subject to the above observations and conditions TL5, TL6 and TL7 (if soft landscaping is feasible).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application property is an established commercial/residential use building on the Uxbridge Road where there are a plethora of uses. The proposed place of worship (Use Class D1) would not constitute a change of use from the previous veterinary surgery (Use Class D1), and the limited loss of residential accommodation on first floor level is considered to be compensated by additional floorspace within the development. As such, the proposal is considered to be acceptable subject to compliance with policy. The material impacts of the increases in floorspace on the site available for the uses is assessed within the relevant sections of this report.

7.07 Impact on the character & appearance of the area

The proposed extensions would result in a significant increase in the bulk and scale of the original building. However, this is not considered to be to its detriment. The proposed extensions and elevational alterations are considered to represent an improvement over the existing building. Although the proposed 3 storey extension would extend above the existing building, this is not considered to be detrimental, particularly as it would introduce a glazed feature that would add interest in the street scene.

The proposed two storey side and first floor rear extensions, would appear subordinate to the main building as they would not project above the height of the existing two storey rear extension. The street scene comprises a mixed design of buildings and there is no uniform design appearance. Given the setback of the property from the street, it is considered that the proposal would not have a detrimental impact on the character and appearance of the street scene.

At rear, the proposal would also be of a large scale, however, again, give its siting in Churchill Close, it is not considered that the proposal would have a detrimental impact on this street scene.

Overall, the proposal would comply with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.08 Impact on neighbours

The proposal would involve the installation of new windows along the east and west sides of the enlarged building. There are no residential properties to the east and west that would be adversely affected by the proposed development. The proposal would result in an increase in overlooking onto the Salvation Army Hall. However, this property does not contain any residential units or private amenity space and the proposal would not result in direct overlooking in the windows of the Hall.

The nearest residential properties lie to the north in Churchill Close. No. 1 Churchill Close lies 7m to the north, and having regard to the siting and orientation of the buildings this distance is sufficient to ensure that the proposal would not harm the residential amenities of the occupiers of that house through overdominance, visual intrusion and overshadowing. No additional windows are proposed in the northern elevation of the enlarged property and as such no additional overlooking will result. It is therefore considered that the proposal would not harm the residential amenities of nearby properties in accordance with policies BE20, BE21 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

7.09 Living conditions for future occupiers

The proposal involves the replacement of self-contained units within the scheme. The proposed two bedroom unit on the first floor has an internal size of approximately 77sq.m and the proposed 3 bedroom unit on the second floor has an internal floorspace of approximately 90sq.m. As such, the proposed units would be of a sufficient size to meet the recommended standard of 63sq.m for 2 and 77sq.m for 3 bedroom flats, respectively, as advised at paragraph 4.6 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Layouts. Furthermore, each habitable room would have an outlook and receive sufficient natural light in accordance with London Plan Policy 3.8 and BE20 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

It is therefore considered that suitable re-provision of the residential units have been provided and therefore, the proposal would provide an adequate standard of accommodation for future occupiers, in accordance with London Plan policies 3.8 and 7.2 and policies H2, H3, H7 of the Hillingdon Unitary Development Plan Saved Policies September 2007. The proposal would therefore overcome the second and third reasons for refusal of the previous scheme.

A condition relating to sound insulation between floors and walls is sufficient to maintain a suitable residential environment for future occupiers within this mixed use scheme.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located in a predominantly commercial area on Uxbridge Road, near its

junction with Long Lane. In the proximity of the site, there is a petrol filling station and a place of worship.

Uxbridge Road is heavily used at all times with limited parking. The proposal involves a place of worship. The applicant has advised that the existing church in Stonebridge, in the London Borough of Brent, would be relocated to this site.

The application is now accompanied by a Transport Statement (TS). The TS states that the primary objective surrounding this proposal is that the application property would cater for one main religious service on Sundays between 09.30 and 12.30. The attendance at these services is intended to be in the region of 150 people. There is no schedule outlined for activities on the other weekdays with the exception of potential small gatherings a few evenings a week for a childrens playgroup. There are 5 off-street parking spaces at the front of the premises with 2 spaces proposed in the rear courtyard.

With regards to trip generation, in order to obtain an understanding of the impact of the development proposal, and how it will compare with the existing use of the site, information was obtained directly from the church that will operate from the building. There were no comparable sites and therefore a travel survey was conducted to ascertain the modal split in relation to the current church congregation located in Stonebridge. On that day a total of 130 church members were in attendance made up of 35 different family groups. The survey concluded that vehicle trips were the primary mode of travel with a total of 21 vehicle journeys (20 cars and 1 mini bus).

The TA argues that many of the church congregation resides in West London, close to the application site and as such there will be less vehicle trips. Furthermore, the TA states that based on the results, the proposal will have an insignificant impact in terms of traffic generation within the area, and that the church will be purchasing a second mini-bus to collect more distance church members.

In regards to on-street parking, a parking survey of the streets within 300m of the site was undertaken on a Sunday morning. It concludes that there is sufficient capacity in the surrounding streets.

However, the information provided by the church to support the survey is not considered to be reliable. No information has been submitted to identify the catchment area of the church congregation and as such it is quite possible that the church congregation could travel to the application site from Stonebridge. Furthermore, the site has a PTAL rating of 2 and public transport is at its lowest on Sunday mornings. Many of the surrounding streets surveyed are narrow and only support parking spaces on one side of the road.

Given the above, it is considered that the proposal has failed to satisfactorily demonstrate that the traffic generated by the proposed development would not have an adverse impact on the surrounding highway network, prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal would therefore lead to additional on street parking to the detriment of public and highway safety, contrary to policies R9, AM2, AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). The proposal would therefore fail to overcome the first reason for refusal of the previous scheme.

7.12 Disabled access

The proposal would now provide an internal access lift between the ground floor church hall and first floor offices. The Access Officer has raised no objections in principle to this

provision subject to it being orientated to ensure that the internal car dimensions are in line with building regulations. Therefore, the proposal would overcome the forth reason for refusal of the previous scheme and would now comply with policy R16 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and London Plan (July 2011) Policies 3.8 and 7.2.

7.14 Trees, landscaping and Ecology

No landscape features of merit will be lost due to the development.

7.15 Sustainable waste management

No details of refuse storage has been submitted however, there is sufficient space to the rear to provide this. A condition is recommended to secure this provision, should planning permission be granted.

7.18 Noise or Air Quality Issues

The Environmental Protection Officer has raised no objections to the scheme subject to noise related conditions.

7.19 Comments on Public Consultations

No third party comments have been received.

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'.

10. CONCLUSION

For the reasons outlined above and that the proposal would be contrary to the aforementioned policies of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007), this application is recommended for refusal.

11. Reference Documents

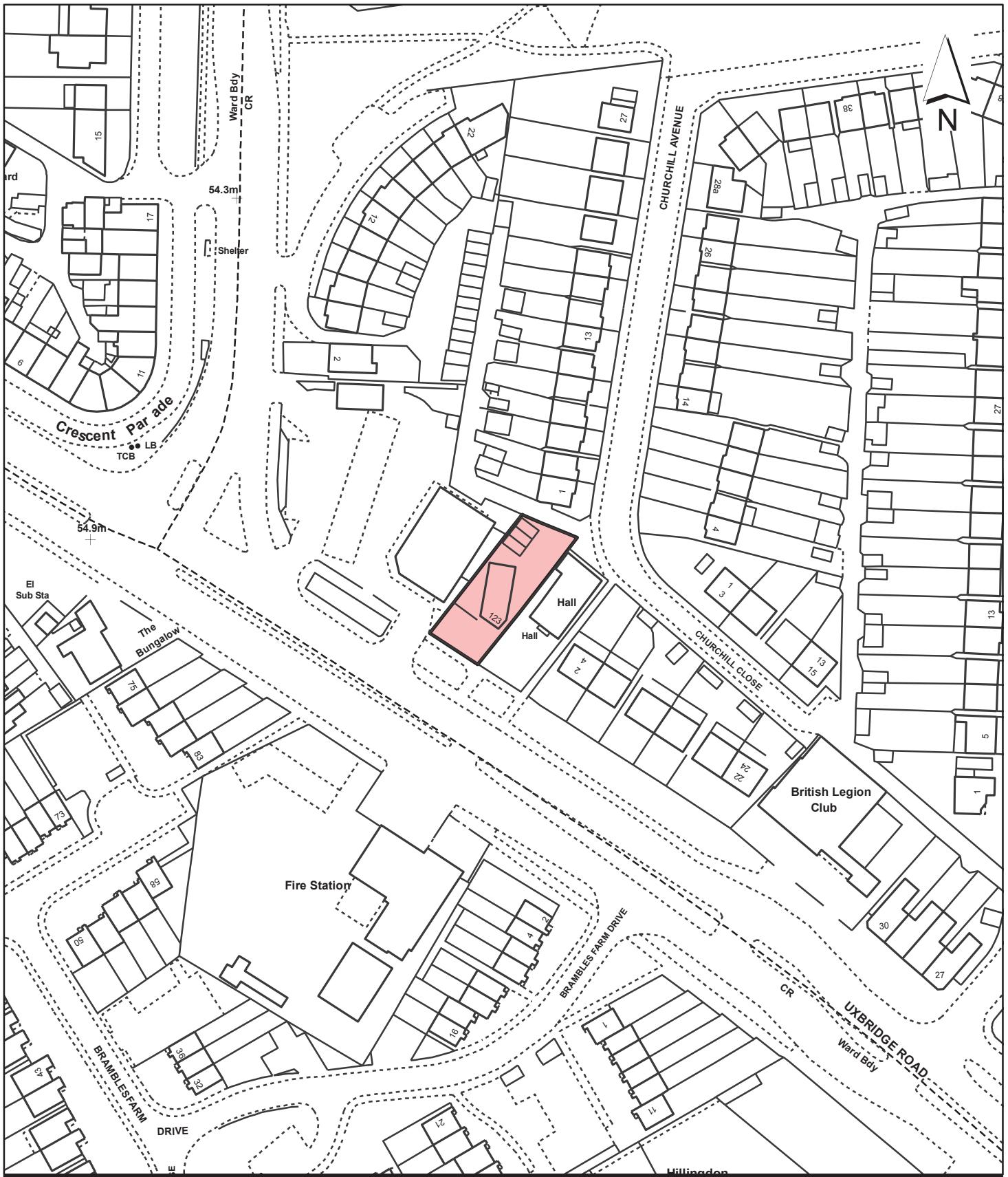
London Plan (July 2011)

Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

Hillingdon Design & Accessibility Statement: Residential Layouts

Contact Officer: Sonia Bowen

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Notes

 Site boundary

For identification purposes only.

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Site Address

**123 Uxbridge Road
Hillingdon**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services
Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

29448/APP/2011/639

Scale

1:1,250

Planning Committee

Central and South

Date

**July
2011**



HILLINGDON
LONDON