

Report of the Corporate Director of Planning & Community Services

Address LAND REAR OF ST MATTHEWS CHURCH FORGE LANE NORTHWOOD

Development: 3 two-bedroom terraced dwellings with habitable roofspace and associated parking

LBH Ref Nos: 62125/APP/2009/729

Drawing Nos: A4 Photograph Sheet
Un-numbered 1:1250 Scale Location Plan
Design and Access Statement
2841/ 3B
2841/ 4B
2841/ 1E

Date Plans Received: 08/04/2009 **Date(s) of Amendment(s):**

Date Application Valid: 08/04/2009

1. SUMMARY

Planning permission is sought for the erection of a three storey ridged roof building with three gable features and half hipped dormers on the front elevation, to provide 3 x two bedroom dwellings, with frontage car parking, cycle storage and a refuse bin enclosure, within the Old Northwood Area of Special Local Character.

This application is considered to be unacceptable, as it would result in a development of a density, bulk and siting that would detract from the visual amenities of the street scene and the Old Northwood Area of Special Local Character. Furthermore, it would afford a substandard level of accommodation, harm the residential amenities of the adjoining neighbours and would not provide adequate parking provision.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal, in terms of its layout, height, bulk, massing and excessive density gives rise to a cramped and incongruous form of development that would result in the overdevelopment of the site. It fails to harmonise with its surroundings and would be out of keeping with the character and appearance of the Old Northwood Area of Special Local Character, contrary to policy BE5, BE13 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and policy 3A.3 and Table 3A.2 of the London Plan (February 2008) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposed development by reason of its siting, size and bulk would result in an overdominant and visually intrusive form of development, which would be detrimental to the amenities of adjacent residential occupiers in the adjoining terrace at the rear of the St Matthews Church, contrary to policies BE19 and BE21 of the adopted Hillingdon Unitary

Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

3 NON2 Non Standard reason for refusal

The proposal fails to provide an adequate amount of private usable amenity space for the future occupiers of the houses. As such, the proposal represents sub-standard residential accommodation which would not afford adequate living conditions for its future occupiers. The proposal is therefore contrary to policies BE19 and BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

4 NON2 Non Standard reason for refusal

The proposal, given the siting of two adjoining parking spaces at St Matthew Court which are not shown on Drw. No. 2841/1E, fails to provide a workable car parking layout for the western most unit when the adjoining space(s) are in use. The proposal is therefore deficient in off-street car parking provision and does not accord with the Council's adopted Car Parking Standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007) and accordingly would be likely to give rise to additional on-street car parking, to the detriment of highway and pedestrian safety, contrary to policies AM7(ii) and AM14 of the adopted 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.

| | |
|------|---|
| BE5 | New development within areas of special local character |
| BE13 | New development must harmonise with the existing street scene. |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| BE22 | Residential extensions/buildings of two or more storeys. |
| BE23 | Requires the provision of adequate amenity space. |

| | |
|-------|---|
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| OE1 | Protection of the character and amenities of surrounding properties and the local area |
| H4 | Mix of housing units |
| R17 | Use of planning obligations to supplement the provision of recreation leisure and community facilities |
| AM7 | Consideration of traffic generated by proposed developments. |
| OE5 | Siting of noise-sensitive developments |
| AM14 | New development and car parking standards. |
| LLP | London Plan (February 2008) |
| HDAS | Residential Layouts Accessible Hillingdon |
| CACPS | Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007) |
| SPG | Planning Obligations, July 2007 |
| PPS1 | Delivering Sustainable Development |
| PPS3 | Housing |
| LE4 | Loss of existing industrial floorspace or land outside designated Industrial and Business Areas |

3. CONSIDERATIONS

3.1 Site and Locality

The application site is a square shaped plot of land, 0.036 hectares in area, which is located to the north west of Forge Lane, at the rear of St Matthew's Church and comprises 10 single storey derelict lock up garages in two blocks on the northern and southern boundaries of the site, with a small builders/scrap yard to the front of the southern 4 garage block. Immediately abutting the site to the north is a single storey vehicle workshop, to the east, beyond the vehicle access is a two storey Victorian terrace in use as the offices for a development company, the presbytery and ancillary residential accommodation for the church, the Metropolitan line to the west and a new three storey flatted development to the south (Nos. 1 to 6 St Matthews Court, Forge Lane). The site lies within the Old Northwood Area of Special Local Character as identified within the adopted Unitary Development Plan (Saved Policies, September 2007).

3.2 Proposed Scheme

Planning permission is sought for the erection of an 18.55m wide, three-storey building with a ridged roof, 7.2m high to eaves level and 9.2m high to ridge level. The building would be sited on the northern boundary of the site, abutting the adjoining workshop unit and be 7.55m deep on the ground floor, reducing to 6.85m deep on the first and second floors to allow light to enter the back of the ground floor from a glazed roof.

The building would comprise 3 x two-bedroom, terraced houses. Each of the units would have a front gable and half dormer, 1.6m wide, projecting above the eaves by 0.6m and a storm porch over the front entrance. Main habitable room windows would be on the front

elevation, with only landing and bathroom windows at first and second floor level respectively in the rear elevation, with either bathroom/toilet windows or secondary habitable room windows on the side elevations.

Four car parking spaces are proposed, 1 to serve each two-bedroom house and a visitor parking space. A cycle store and a refuse store are proposed at the front of the property abutting the Metropolitan line to the west. Each two-bedroom house would have a front garden area of approximately 23m².

3.3 Relevant Planning History

Comment on Relevant Planning History

62125/APP/2008/923: Erection of a three storey terrace to provide for 3, two-bedroom dwellings with a front mansard roof slope incorporating 6 dormer windows at second floor level, together with the provision of frontage parking, cycle storage and a refuse bin enclosure (existing garages to be demolished) was refused on 15th August 2008 for the following reasons:

1. The proposed development by reason of its design, siting, overall height, bulk, and massing and excessive density gives rise to a cramped and incongruous form of development that would result in overdevelopment of the site. It therefore fails to harmonise with its surroundings and would be out of keeping with the character and appearance of the immediate locality, contrary to Policy BE5 and BE19 of the Hillingdon Unitary Development Plan, the Council's HDAS (SPD) Residential Layouts and Policy 3A.3 of the London Plan.
2. The proposal by reason of its siting, size and bulk would result in an overdominant and visually intrusive form of development, which would be detrimental to the amenities of adjacent neighbouring residential occupiers contrary to Policies BE5, BE20 and BE21 of the Hillingdon Unitary Development Plan and the Council's HDAS (SDP) 'Residential Layouts'.
3. The proposal does not provide an adequate amount of private usable amenity space for the future occupiers of the houses to the detriment of the amenities of future occupiers and contrary to Policies BE19 and BE23 of the Hillingdon Unitary Development Plan and the Council's HDAS (SDP) 'Residential Layouts'.
4. The proposed development by reason of its siting and design would result in the direct overlooking of the adjacent properties and direct overlooking of the proposed building from the adjacent residential flats causing an unacceptable loss of privacy to existing and future occupiers. The proposal is therefore contrary to Policy BE24 of the Hillingdon Unitary Development Plan and the Council's HDAS (SDP) 'Residential Layouts'.
5. The development is estimated to give rise to a significant number of children of school age and additional educational provision would need to be made in the locality due to the shortfall of places in schools serving the area. Given that a legal agreement to address this issue has not at this stage been offered, the proposal is considered to be contrary to policy R17 of the Hillingdon Unitary Development Plan.

62125/APP/2006/2256: Erection of a three storey terrace to provide for 3, two-bedroom dwellings with a front mansard roof slope incorporating 6 dormer windows at second floor level; together with the provision of frontage parking, cycle storage and a refuse bin enclosure (existing garages to be demolished) was refused on 4th January 2007. The proposal was refused on 8 grounds, including overdominance in relation to adjoining flats,

direct overlooking of neighbouring properties, design, scale and bulk, visual impact, inadequate parking provision and non-provision of an education contribution.

4. Planning Policies and Standards

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.

Part 2 Policies:

BE5 New development within areas of special local character

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

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

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

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

H4 Mix of housing units

R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

AM7 Consideration of traffic generated by proposed developments.

OE5 Siting of noise-sensitive developments

AM14 New development and car parking standards.

LLP London Plan (February 2008)

HDAS Residential Layouts
Accessible Hillingdon

CACPS Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)

SPG Planning Obligations, July 2007

PPS1 Delivering Sustainable Development

PPS3 Housing

LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

15 neighbouring properties consulted. 1 letter of objection has been received, attached to which is a petition with 49 signatories, making the following points:

1. The proposed elevations are inaccurate and exaggerate the size of the adjoining Victorian terrace by some 15%;
2. The proposal constitutes overdevelopment of the site, the access to which is restricted and could present difficulties for emergency services;
3. The proposed development is of excessive mass/bulk and would be even higher than the proposals previously refused on grounds of excessive height;
4. The end wall of the proposed development on the shared roadway of Forge Lane would present some 600 square feet or more of brickwork, relieved only by obscure glazed windows and so quite out of sympathy with the buildings opposite (Incidentally, planning guidance states obscure glazed windows are not permitted for habitable rooms);
5. The site is overlooked by habitable rooms in the Victorian properties and the proposed building would overlook those rooms, contrary to design guidance, resulting in a loss of residential amenity;
6. There would be an increase in traffic from the proposed development. At present, only one garage is in use, with another one being used for paint spraying by the adjoining workshop;
7. The increase in vehicle and pedestrian traffic would worsen an already unsatisfactory situation, with no separate footway;
8. The proposed parking provision is unworkable. To the north of their bin store, St Matthew's Court have a 'disabled' parking space and next to it, a visitors' parking space (unlike other parking spaces, these are not shown on applicant's drawings). As applicant's westernmost parking space is less than 4.8m from the western boundary, it is liable to be partially obstructed by any vehicle using St Matthew's Court visitors' space. In the event that the visitors' space and the application space being occupied, access to the bin and cycle store will be obstructed;
9. Visitors are likely to attempt to park on Church site;
10. Refuse disposal arrangements are unsatisfactory. Currently, refuse is not collected from properties in Forge Lane, with refuse being left on Hallowell Road outside the Church on collection day. This would be made even more objectionable with proposal. Also, it is not obvious if the bin enclosure would be fully enclosed;
11. Pitched roofs of some of the dormers give a top-heavy appearance;
12. Almost all of the grounds for the refusal of previous applications have not been addressed, for example inadequate amenity space, failure to achieve 15m distance.

Northwood Residents' Association: No response has been received.

London Underground Ltd: Though we have no objection in principle to the above planning application, there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. It will need to be demonstrated to the satisfaction of LU engineers that the development will not have any detrimental effect on our infrastructure either in the short or long term

Therefore, the design must be such that:

- * Our right of support is not compromised
- * LU will not permit entry to our property for the purposes of building construction or maintenance
- * A minimum of one metre must be maintained between our property boundary and the rear elevation of any building erected on site.

Therefore, we require any planning permission granted for this site to include the following conditions:

- * Before any work commences on site the agent is to contact London Underground with full details of the proposed works and foundation arrangements.
- * LU engineers will need to agree to the proposals before work can commence.
- * If the developer or their agent is already working with LU or its agents on this project they should continue to do so, so as to ensure the safety of the railway and the development.

Internal Consultees

CONSERVATION OFFICER:

Background: This site is situated in the Old Northwood ASLC, it lies south of a number of low level industrial units, to the east are two storey traditional Victorian terraced buildings and to the south is St Matthews Court, a three storey modern block of flats. The railway line forms the western boundary of the site.

Recommendation: The eastern most house i.e. that closest to the two storey Victorian buildings should be reduced in height so that it reflects the scale of the existing buildings - either a full mansard or reduced in height to two storeys.

EPU:

No objections to the proposal, subject to a noise insulation condition to protect the houses from rail traffic noise and a construction site informative.

EDUCATION SERVICES: A S106 contribution for education will not be required.

HIGHWAYS ENGINEER:

There are two parking spaces serving the adjoining St Matthews Court which are not shown on the drawings. These would obstruct the use of one of the proposed parking spaces for the westernmost unit, creating a deficiency in the parking provision.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

No objections are raised to the loss of the lock-up garages which are of little architectural or historical interest and are largely vacant and do not serve surrounding residential properties. Furthermore, the builder's/scrap yard is also little used and given its small size and siting, adjacent to residential properties, it would not be suitable for industrial redevelopment. The proposal therefore accords with policy LE4 of the saved UDP and no objections are raised to the principle of development in this mixed residential/commercial area.

7.02 Density of the proposed development

The London Plan requires that new housing within a suburban setting and a PTAL score of 2 to generally be in the range of 150 - 250 habitable rooms per hectare (hr/ha) and 35 - 65 units per hectare (u/ha). The residential density of the proposed development equates to 500 hr/ha and 83.3 u/ha. The high density represents overdevelopment of the site, resulting in a scheme which relates poorly to surrounding development and fails to provide adequate accommodation for future occupiers. These issues are discussed more fully at sections 7.07 and 7.09 respectively. As such, the proposal would be contrary to policy 3A.3 and Table 3A.2 of the London Plan (February 2008).

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

The proposal would not be likely to affect any archaeological remains or Listed Buildings and does not lie within a conservation area. The site does form part of the Old Northwood Area of Special Local Character and this matter is dealt with below.

7.04 Airport safeguarding

N/A to the application site.

7.05 Impact on the green belt

N/A to the application site.

7.06 Environmental Impact

N/A to the type of development.

7.07 Impact on the character & appearance of the area

This part of Forge Lane is within the Old Northwood Area of Special Local Character. The site adjoins the two storey Victorian terrace on the opposite side of the access road to the east and would be sited opposite the newly built three storey residential block to the south. The bulk of the terrace would be broken up by a sandstone course at second floor level and the ridged roof of the terrace would present a traditional appearance, interspersed with gable features and lead covered flat roofed half hipped dormer windows. The front elevations of the houses would have a uniform appearance, with traditional windows and simple storm porches. It is considered that given the proximity of the adjoining two storey terrace and the height and siting of the proposed terrace, immediately abutting the access road, it would appear unduly overbearing and dominant in relation to the two storey Victorian terrace. Unlike the proposal, the existing three storey block does not lie opposite the Victorian terrace and it has been set back from the access road so as to allow landscaping to be provided. It is therefore considered that the scheme would appear cramped and incongruous within the street scene, appearing unduly dominant and fails to harmonise with its surroundings. The proposal is contrary to policies BE5, BE13 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's HDAS: 'Residential Layouts'.

7.08 Impact on neighbours

The site currently comprises single storey detached lock up garages. The three storey building to replace these would be set 21m away from the adjoining three storey block of flats, and approximately 6.5m from the two-storey terrace of Victorian properties, which includes the Presbytery of St Mathews Church. The HDAS on Residential Layouts states that a minimum of 15m should be maintained in such cases in order to prevent overdominance between properties. It is considered that the proposed development by reason of its close proximity to the two-storey terrace of Victorian properties, would block existing views from its habitable room windows and would dominate the neighbouring properties, which would be detrimental to the residential amenity currently enjoyed by these properties. The proposal is therefore considered to be contrary to Policies BE19 and BE21

of the Hillingdon UDP Saved Policies (September 2007) and the Council's HDAS (SPD): 'Residential Layouts'.

The proposed terrace would be sited a minimum 21m distance from habitable room windows at the adjacent St Matthew's Court. This block has its amenity space on the opposite side. As such, the occupiers of the adjoining St Matthew's Court would not be overlooked. The windows in the proposed side elevation facing the adjoining terrace are secondary windows and could be obscure glazed, controlled by condition, to prevent overlooking. As such, the amenities of adjoining residents would not be adversely affected by loss of privacy, in accordance with policy BE24 of the Hillingdon UDP Saved Policies (September 2007).

7.09 Living conditions for future occupiers

The units would provide 114 sq. m. of internal floor space which satisfies the minimum standard of 103 sq. m. for a three storey house.

The proposed units would afford an adequate outlook from their habitable rooms, with the nearest part of the adjoining St Matthew's Court being some 21m from the front elevation of the proposed terrace, satisfying the Council's minimum 15m distance. Furthermore, this separation distance and the fact that the side windows facing the adjoining Victorian terrace could be obscure glazed would also ensure that the internal living space of the proposed units would have adequate privacy.

As regards external amenity space, the Council's HDAS guidelines require a minimum of 60 sq. m to be provided for 2/3 bedroom units, of which a 3m deep 'patio' area is expected to be private. Each of the units provides 23 sq m of amenity space, less than half that required by the Council's minimum standard. Furthermore, these areas would be overlooked within a 21m distance from the properties in St Mathews Court and from first floor windows of the adjoining Victorian terrace. As such, the amount and quality of the proposed amenity space would not be adequate to provide a satisfactory standard of amenity for the future occupiers of the proposed units. As such, the proposal fails to comply with policy BE23 of the saved UDP and paragraphs 4.14 to 4.16 of the Council's HDAS 'Residential Layouts'.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The proposal would provide 3 off-street car parking spaces plus a visitor space within a communal area to the front of the properties. Although the site has moderate accessibility to public transport with a PTAL of 2, it is located in close proximity to Northwood Underground Station, being 356m away. The level of off-street car parking is therefore considered acceptable in this location. However, St Matthews Court has a disabled person and visitor car parking space at the end of the adjoining parking area that would block access to the proposed parking space to the western end unit. It is therefore considered that the proposed parking layout is unworkable and results in a deficiency of off-street car parking. The proposal is thus contrary to policy AM7 and AM14 of the adopted UDP saved policies and the Council's adopted car parking Standards.

7.11 Urban design, access and security

See sections above.

7.12 Disabled access

The proposal shows the ground floor of the houses having toilet facilities, with an open plan kitchen, ramped threshold and car parking spaces that satisfy disabled person standards.

The scheme would therefore satisfy Lifetime homes standards with little or no revision. This could be controlled by condition, if the scheme were considered to be acceptable.

7.13 Provision of affordable & special needs housing

N/A for this type of development.

7.14 Trees, Landscaping and Ecology

N/a to the application site.

7.15 Sustainable waste management

Sustainability measures such as code for sustainable homes compliance could be conditioned.

7.16 Renewable energy / Sustainability

N/A to the application site.

7.17 Flooding or Drainage Issues

N/A to the application site.

7.18 Noise or Air Quality Issues

The Council's EPU advise that a sound insulation scheme would be required if planning permission were to be granted given the proximity of the adjoining railway. This could be controlled by condition, if the scheme were considered to be acceptable.

7.19 Comments on Public Consultations

Points 1 to 9 and 11 and 12 of the petitioners have been dealt with in the main report. As regards point 10, Forge Lane is of sufficient width to allow a refuse vehicle to pass to allow adequate access to be gained to the site. As such, a reason for refusal on this ground could not be justified.

7.20 Planning Obligations

Education Services advise that as there is not currently a local shortfall in education places within the area and they are not currently seeking contributions from housing development in the Northwood area. Given the relative small scale of the development, no other S106 contributions would be required.

7.21 Expediency of enforcement action

N/A to the application site.

7.22 Other Issues

N/A to this type of development.

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

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

National planning guidance encourages an imaginative approach to make the full and effective use of already developed land in urban areas. However, this should not be at the expense of other material planning considerations.

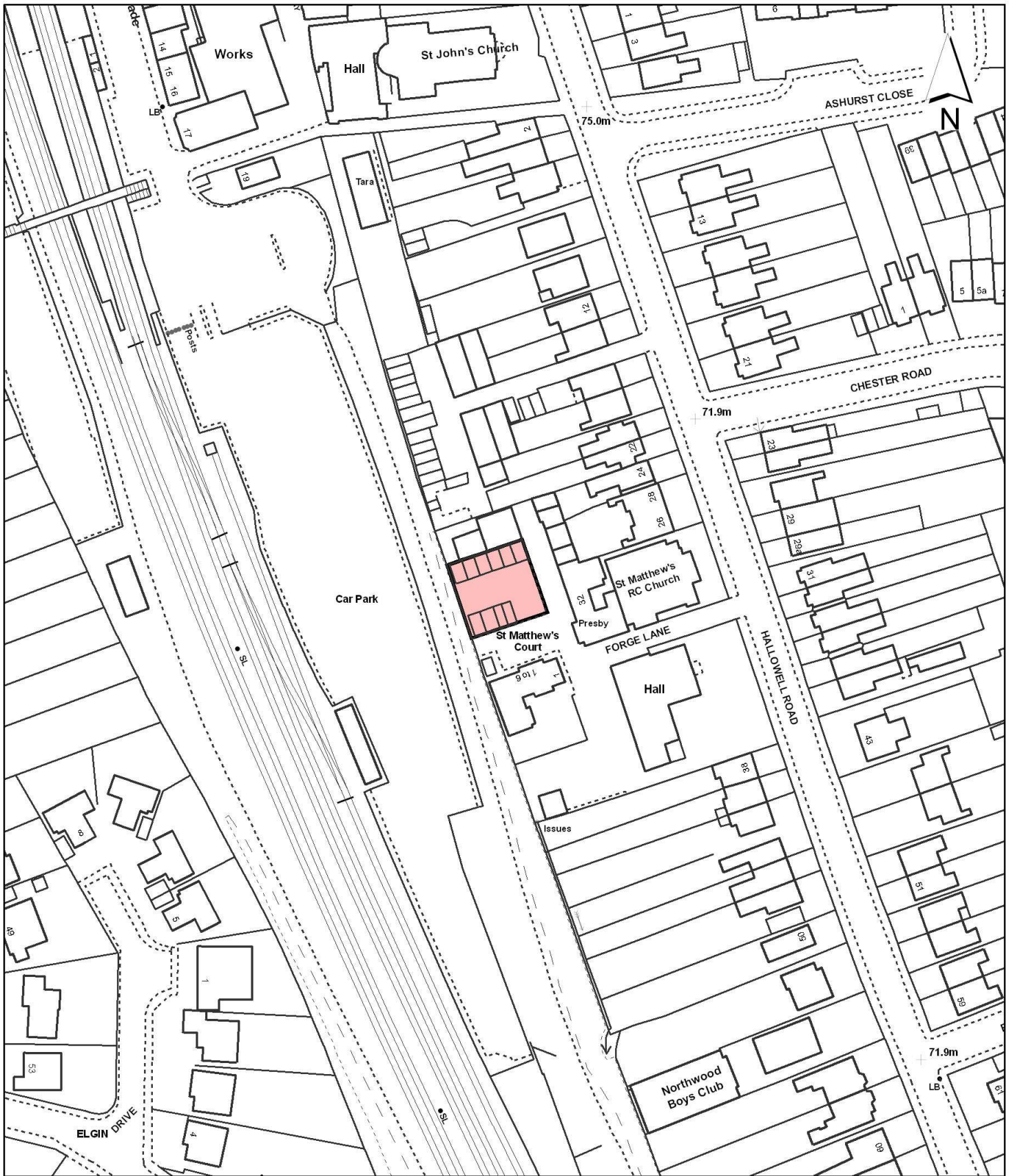
It is considered that the proposal is of an excessive density that has adverse implications in terms of the development harmonising with the character and appearance of the area, unduly dominant to adjoining residential occupiers and fails to provide adequate private usable amenity space. The parking layout is also unworkable and therefore does not satisfy Council's standards. Accordingly, the application is recommended for refusal.

11. Reference Documents


London Plan (February 2008)
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Guidance 24: Planning and Noise
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Hillingdon Design and Accessibility Statements: 'Residential Layouts' and 'Accessible Hillingdon'
Hillingdon Supplementary Planning Document, July 2007: Planning Obligations
Letters making representations

Contact Officer: Richard Phillips

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Notes

 Site boundary
For identification purposes only.

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London Borough of Hillingdon
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| Site Address | |
| Land rear of St Mathews Church, Forge Lane, Northwood | |
| Planning Application Ref: | Scale |
| 62125/APP/2009/729 | 1:1,250 |
| Planning Committee | Date |
| North | July 2009 |

LONDON BOROUGH OF HILLINGDON

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HILLINGDON

LONDON