

Report of the Head of Planning & Enforcement Services

Address 439 VICTORIA ROAD RUISLIP

Development: Change of use of No. 439 Victoria Road from retail (Use Class A1) to hot food takeaway (Use Class A5) and installation of extractor duct to rear of Nos. 441/441A Victoria Road.

LBH Ref Nos: 67990/APP/2011/1964

Drawing Nos: 439/VR/R/02/AB
439/VR/R/03/AB
Design & Access Statement
Location Plan to Scale 1:1250 Received 3rd October 2011
439/VR/R/01/AB

Date Plans Received: 11/08/2011 **Date(s) of Amendment(s):** 11/08/2011

Date Application Valid: 03/10/2011 03/10/2011

1. SUMMARY

This application seeks permission for the change of use of a corner property within a retail parade comprising 4 units from Class A1 retail to Class A5 hot food takeaway with the installation of an extract flue to the rear of the adjoining property. As the parade would still retain a convenience store which sells groceries and newspapers, it is considered that the retail parade would still provide a range of essential retail uses appropriate to the size of the parade. Furthermore, as the last use of the shop unit did not provide an essential use, the loss of the retail unit would have no impact upon the the number of essential uses serving the local area. However, it is considered that in the absence of any parking or traffic details, the use could result in illegal parking in the vicinity, which could be detrimental to highway and pedestrian safety and the siting of the rear extract flue, immediately in front of a lounge window, would be harmful to the amenities of the adjoining residential occupier. The application is recommended for refusal on these two grounds.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed extractor flue, by reason of its size and siting, in proximity to the first floor lounge window at No. 441A Victoria Road, would appear as a dominant and intrusive feature, resulting in an unacceptable loss of residential amenity to the occupiers of the adjoining residential flat. The proposal is therefore contrary to Policies BE21, OE1 and S6 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

2 NON2 Non Standard reason for refusal

The proposal fails to demonstrate that the proposed change of use would not give rise to additional on-street parking which would adversely affect traffic conditions on the public highway, including the local bus service and result in harm to the residential amenities of surrounding occupiers. The proposal is contrary to Policies BE19, OE1(iii), S6(iii) and (iv) and AM7(ii) 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 (July 2011) and national guidance.

PPS4	Planning for Sustainable Economic Growth
PPG24	Planning and Noise
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.13	(2011) Parking
LPP 7.2	(2011) An inclusive environment
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
S6	Change of use of shops - safeguarding the amenities of shopping areas
S7	Change of use of shops in Parades
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is located on the north eastern side of Victoria Road, some 250m to the north west of the South Ruislip Local Centre, on a prominent corner plot at the traffic

lighted junction with West Mead. It forms a two storey, end of terrace property within a retail parade comprising 4 units. This unit was previously in use as a domestic appliance shop, although it is now vacant. The adjoining unit is in use as a mini-supermarket (No. 441), No. 443 is a cafe/takeaway (Class A3/A5) and No. 445 is an office (Class B1). The first floor is in use as residential flats. No.439A is accessed via an external staircase directly from West Mead, with the other three flats being accessed from the service road to the rear of West Mead via their rear yard areas and external staircases. The parade has two projecting two storey wings at the rear and a number of the ground floor units have single storey extensions at the rear. An extract flue has also been sited to the side of one of these projecting wings which serves the cafe/takeaway use at No. 443.

Adjoining the site to the rear and on the opposite side of West Mead are residential properties. To the south of the parade is an electricity sub-station. On the opposite side of Victoria Road are retail warehouses which are currently vacant but were last occupied by Focus DIY and Land of Leather.

The application site forms part of a retail parade as designated within the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

3.2 Proposed Scheme

This application seeks the change of use of the application site from retail (Class A1) to hot food takeaway (Class A5) and the installation of an extract flue to the rear of Nos. 441/441A Victoria Road. The flue would be installed internally from the kitchen area through the storage rooms at the rear, then out through the side wall of a single storey rear extension into the rear yard area of the adjoining property at Nos. 441/441A Victoria Road, then pass up the side wall of the two storey projecting rear wing to vent above eaves level. The external flue would have a main diameter of 400mm, increasing to 600mm to house the silencers and would match the existing ducting at No. 443. No change is shown to the shop front and internally, the only alterations would be the removal and re-siting of internal partitions and installation of a customer counter.

A Design and Access Statement has been submitted with the application which advises that the extract flue would be capable of being installed as all of the site is within the applicant's ownership and access for the disabled would be by means of the level threshold at the front of the unit.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history on the application site.

There is relevant planning history on No. 443 Victoria Road, namely:

18148C/91/277 - Change of use of shop to sandwich bar and hot food takeaway - Approved 11/06/91. Hours of use were restricted by condition 3 which restricts the preparation and sale of food between the hours of 23:00 and 08:00.

18148E/93/572 - Variation of Condition 4 of planning permission 18148C/91/277 dated 11/06/91 (the premises shall only be used for cold/hot food takeaway and for no other purpose in Class A3 or A2 of the Town and Country Planning Use Classes) Order 1987) to allow use as a cafe (retrospective application) - Approved 09/06/93.

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.
- PT1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of Town or Local Centres.
- PT1.20 To give priority to retail uses at ground floor level in the Borough's shopping areas.
- 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.

Part 2 Policies:

- PPS4 Planning for Sustainable Economic Growth
- PPG24 Planning and Noise
- LPP 4.8 (2011) Supporting a Successful and Diverse Retail Sector
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.13 (2011) Parking
- LPP 7.2 (2011) An inclusive environment
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- 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.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- S6 Change of use of shops - safeguarding the amenities of shopping areas
- S7 Change of use of shops in Parades
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- AM14 New development and car parking standards.
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

20 neighbouring properties have been consulted, together with the South Ruislip Residents Association. Individual responses have been received and a petition with 41 signatories.

The petition states:

'We the undersigned wish to raise objections to the proposed change of use from A1 to A5 (hot food Take away) at 439 Victoria Road, South Ruislip.' The covering letter attached to the petition adds 'we feel another 'takeaway' in the area will attract even more anti-social behaviour also these premises are on the traffic light junction with West Mead and parking facilities are non-existent.'

The individual responses raise the following concerns:

- (i) A takeaway open to 11PM and the associated increase in casual visitors to the area would exacerbate noise and general disturbance, particularly late at night which is not acceptable, compromising the peace and quiet of this residential area where many young families live. The existing small cafe in the parade closes at about 4PM and commercial premises at the latest shut about 8PM so are acceptable;
- (ii) Another hot food takeaway in this parade would add to the litter problems at this junction, caused by the existing cafe/takeaway and convenience store within the parade, with associated attraction to vermin;
- (iii) Anti-social behaviour already occurs on this corner and opposite on the former 'Land of Leather/Focus' site often until 2AM and on two occasions in the last two years has involved the police. Proposal would increase the incidence of unruly and criminal behaviour with teenagers throwing bottles, cans and litter onto the street and into surrounding gardens, urinating etc;
- (iv) Proposal would increase traffic and since new parking restrictions came into force about a year ago, resident parking is difficult and there are no parking facilities nearby to serve the premises. Proposal would make this even worse with increased incidence of frustrated drivers and illegal parking;
- (v) Extractor duct only two metres from our property would cause unwelcome odours and fumes;
- (vi) Siting of extractor duct may affect pedestrians on the pavement;
- (vii) No need for the proposed hot food takeaway as there are three hot food takeaways in Station Approach not 300m from this junction that have adequate parking facilities and situated nearer to the transport hub of the South Ruislip Underground Station;
- (viii) The value of property sited close to proposal would be adversely affected and the London Borough of Hillingdon should compensate householders;
- (ix) Presume the applicant does not live in the area and should consider installing take away next to own home;
- (x) Consultation letter did not arrive for 7 days, reducing time to consider what action to take;
- (xi) The agent is not at the premises, 455 Victoria Road which are empty and have been for many months;
- (xii) The application has been revised, expanded and re-presented in an underhand way.

South Ruislip Residents Association:

On behalf of the South Ruislip Residents Association, I have been asked to make you aware that we are concerned as to the proposed change of use from A1 to A5 for 439 Victoria Road, South

Ruislip.

The South Ruislip Residents Association feel that the location of 439 Victoria Road adjoins a residential area, with residents in West Mead being in close proximity to this proposed development.

We are concerned that there will be significant noise and pollution (smell) issues associated with such a development.

In addition 439 Victoria Road has no parking outside as it is adjacent to a zebra crossing and bus stop and visitors to this shop will end up parking in West Mead adding to the general congestion in this area.

MoD: No response

MoD Safeguarding - RAF Northolt: No response.

Internal Consultees

Environmental Protection Officer:

No objection subject to conditions relating to control of noise and odour emanating from the site, hours of operation, sound insulation, hours of deliveries and collections and litter together with the construction site informative.

Highways Engineer:

The site is located in a relatively small shopping parade with 9.5m wide footway at the south corner of West Mead and Victoria Road which is classified as a Borough Secondary Distributor road.

An existing traffic light with pedestrian facility at the junction of Victoria Road and West Mead with tactile paving outside the shop is in use with a bus stop lay by south of the junction outside the shopping parade. Victoria Road is a heavily trafficked road particularly during the rush hour, and the existence of a traffic light, bus lay-by parking restriction and double yellow line restriction extending approximately 40m inside West Mead, currently makes parking within the near vicinity of the applicant's site illegal.

Application and submitted plans for a change of use from existing A1 to A5 hot food take away indicates opening hours of 11.00-23.00 seven days a week, whereas it fails to provide sufficient information regarding loading/unloading issues associated with the take away use, number of employees, vehicle and cycle parking area within the site involving deliveries, which inevitably will lead to additional on street car parking to the detriment of public and highway safety contrary to policy AM7 (ii) of the Council's UDP (adopted 1998) saved policies. Policy AM14 of the UDP refers to the Council's vehicle parking standard contained in the Annex 1. The London Borough of Hillingdon UDP (adopted 1998) saved policies, 27th September 2007, requires two vehicle parking and four cycle parking spaces for similar use.

In view of the fact that the busiest trading time for a take away shop is in the evening, it is anticipated that prospective customers of the take away shop will be those wishing to order/collect food on their way back home for a short period of time by parking either in the bus lay-by or in West Mead where parking is restricted, which is considered to prejudice general highway safety and free flow of traffic.

The proposal is therefore contrary to Policy AM7(ii) of the adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007, and is recommended to be refused.

Access Officer:

As the proposal relates to a change of use with only minor internal alterations, and it is stated that there is an existing level threshold, no specific accessibility improvements are required as part of this change of use application.

1. However, the Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

2. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people. This includes making the necessary changes to how services are delivered to ensure that disabled people receive an equitable service that is on par with non-disabled people.

Conclusion: Acceptable

It is recommended that points one and two detailed above should be attached as informatives to any grant of planning permission.

Waste Services:

I would make the following comments on the above application regarding waste management.

a) The application is for a restaurant and caf . One x 1,100 litre type of bulk bin is needed to safely and hygienically contain the waste arising from this type of business. Additional bins for recycling waste may also be required.

b) The bulk bin should be sited on an area of hard-standing, with a smooth surface, so that it can be washed down with water and disinfectant. The surface should be cambered so the 'run off' follows towards a proper drain.

c) The collectors should not have to cart a bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard). The collection crew would therefore need to access the side of the premises, via West Mead. Alternatively the owners would have to present the bulk bin at an agreed collection point on the allocated day.

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The main principle that needs to be considered with this application is the loss of a retail shop.

The main thrust of retail policy within the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) is to maintain an appropriate hierarchy of shopping areas to serve local communities. The application site forms part of a retail parade as designated by the adopted Hillingdon UDP Saved Policies (September 2007), one of the lower levels within the shopping hierarchy where only a limited number of essential shop

uses would be expected, serving a small catchment area.

Policy S7 states that permission will only be granted for the change of use of Class A1 shops in parades if:

- (i) the parade retains sufficient essential shop uses to provide a range of shops appropriate to the size of the parade and to its function in the shopping hierarchy;
- (ii) the surrounding residential area is not deficient in essential shop uses; and
- (iii) the proposal accords with Policy S6.

This is a small retail parade comprising 4 units. Of these, No. 443 Victoria Road has been converted to a cafe/hot food takeaway and No. 445 is currently vacant, although it was last used as a Class B1 office. This leaves the application site which is also currently vacant (although last used as a Class A1 shop selling domestic appliances) and No. 441 which provides a Class A1 convenience store which provides a grocery, off-licence and newsagent. Given the size of the parade, it is considered that the convenience store provides an appropriate range of goods relative to the size of parade. Furthermore, the parade is some 240m from the northern edge of the South Ruislip Local Centre and 120m from the BP petrol filling station on Victoria Road which also has a BP Connect shop and cafe selling grocery goods, newspapers and beers and wine, together with bread and sandwiches. It should also be noted that the former use of the shop did not provide an essential use and therefore the proposal would not reduce the number of essential shop uses serving the surrounding residential area.

As such, it is considered that no objections in principle can be raised to the loss of the retail use.

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 development.

7.05 Impact on the green belt

Not applicable to the application site.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The only external alteration proposed to the building is the extract flue. This would match the existing flue that has been installed to serve the cafe at No. 443 Victoria Road (albeit it appears that this flue does not benefit from planning permission). As the flue would be sited to the rear of the parade, on the side wall of the projecting rear wing which faces away from West Mead, it is considered that it would not appear unduly intrusive within the street scene and is acceptable in terms of Policies BE13 and BE15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.08 Impact on neighbours

Policy S6 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) states that to safeguard the amenities of shopping areas, the Local Planning Authority will only grant permission for changes of use of class A1 shops if, amongst other criteria, the proposed use will not cause unacceptable loss of amenity to nearby residential properties by reason of disturbance, noise, smell, fumes, parking or traffic

related problems.

Policy OE1 states that proposed uses should not have a detrimental impact on the character of an area or the amenities of neighbouring properties by reason of noise and vibration or the emission of dust, smell or other pollutants.

The application site forms part of a retail parade on a busy road close to the South Ruislip Local Centre where commercial activity, even into the late evening, can reasonably be expected to take place. There are residential occupiers on the first floor of the parade. In terms of the potential for noise and disturbance, the Council's Environmental Health Officer advises that the proposal is acceptable, subject to conditions requiring a scheme for the control of noise and odour emanating from the site, hours of use, sound insulation scheme, control of deliveries and collection vehicle hours and litter. With such controls in place, it is considered that the proposed use would be compatible with neighbouring uses. However, the proposal does not contain any details as to how deliveries and parking would be managed at the site and the proposal is likely to give rise to additional on-street parking that would result in loss of amenity to adjoining residential properties, contrary to Policies BE19, OE1(iii), S6(iii) and (iv) of the saved Hillingdon UDP (September 2007).

The proposed extract flue would be sited within the rear yard area of the adjoining property, Nos. 441/441A Victoria Road on the side wall of the two storey projecting rear wing which straddles the boundary between Nos. 441/441A and the application site. The flue would be sited on an external wall to the kitchen of No. 441A, which contains a secondary small kitchen window which is obscure glazed and door. The flue would project some 0.9m from the wall and would be sited close to the main rear elevation of the flat. This elevation contains an obscure glazed bathroom window, a door and hall window, but more critically, the flue would be sited immediately in front of the clear glazed lounge window which provides the only outlook to this room within a distance of 2.2m. Although its position replicates that of the extract flue serving the caf  at No. 443 Victoria Road, this flue does not benefit from planning permission. In such a position, it is considered that the flue would appear as an unduly dominant and intrusive feature to the occupiers of the first floor flat, contrary to Policies BE21, OE1 and S6 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2011).

7.09 Living conditions for future occupiers

Not applicable to this scheme.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy S6 of the UDP Saved Polices (September 2007) advises that to safeguard the amenities of shopping areas, the Local Planning Authority will only grant permission for changes of use of class A1 shops if, amongst other criteria, the proposed use will not cause unacceptable traffic related problems. Policy AM7 at criteria (ii) advises that proposals should not prejudice highway and pedestrian safety.

The Council's Highway Engineer advises that Victoria Road is a heavily trafficked Borough Secondary Distributor road which has double yellow line parking restrictions which extend for 40m along West Mead and there is a bus lay-by outside the parade at this traffic lighted junction. On-street parking in the vicinity of the application site is therefore illegal. Furthermore, the submitted application fails to provide information regarding staff numbers, loading/unloading arrangements associated with the take away use, vehicle and/or moped/cycle parking within the site. The use will therefore inevitably lead to additional on-street parking, detrimental to highway and pedestrian safety, contrary to policies S6 and AM7(ii) of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

7.11 Urban design, access and security

Not applicable to this scheme.

7.12 Disabled access

The Submitted Design and Access Statement advises that there is an existing level threshold to the premises and the Council's Access Officer advises that on this basis the scheme, no specific access improvements are required and the scheme is acceptable although advises on the use of informatives to advise of provisions within the Equality Act 2010.

7.13 Provision of affordable & special needs housing

Not applicable to this scheme.

7.14 Trees, Landscaping and Ecology

Not applicable to this scheme.

7.15 Sustainable waste management

This could have been dealt with by condition had the application not been recommended for refusal.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

If the application had not been recommended for refusal, the only drainage issue concerns the build up of fat in the sewers and an informative could have been added to any approval, recommending the use of a fat trap in accordance with best practice.

7.18 Noise or Air Quality Issues

This application raises no specific noise and air quality issues that have not already been considered in Section 7.08 of this report and by the Council's Environmental Health Officer.

7.19 Comments on Public Consultations

The points raised in the covering letter attached to the petition and points (i) (ii) and (iv) to (vii) raised within individual's correspondence have been dealt with in the main report. As regards anti-social behaviour (point (iii)), the behaviour of individuals is not a matter for the planning system and there is nothing specific to this application that suggests it would result in the increase in anti-social behaviour that would warrant a reason for refusal. As regards points (vii) to (xii), these do not raise material planning objections to the scheme.

7.20 Planning Obligations

Not applicable to this application.

7.21 Expediency of enforcement action

No enforcement issues are raised by this application at the application site.

7.22 Other Issues

The application does not raise any other planning issues.

8. Observations of the Borough Solicitor

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the

Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

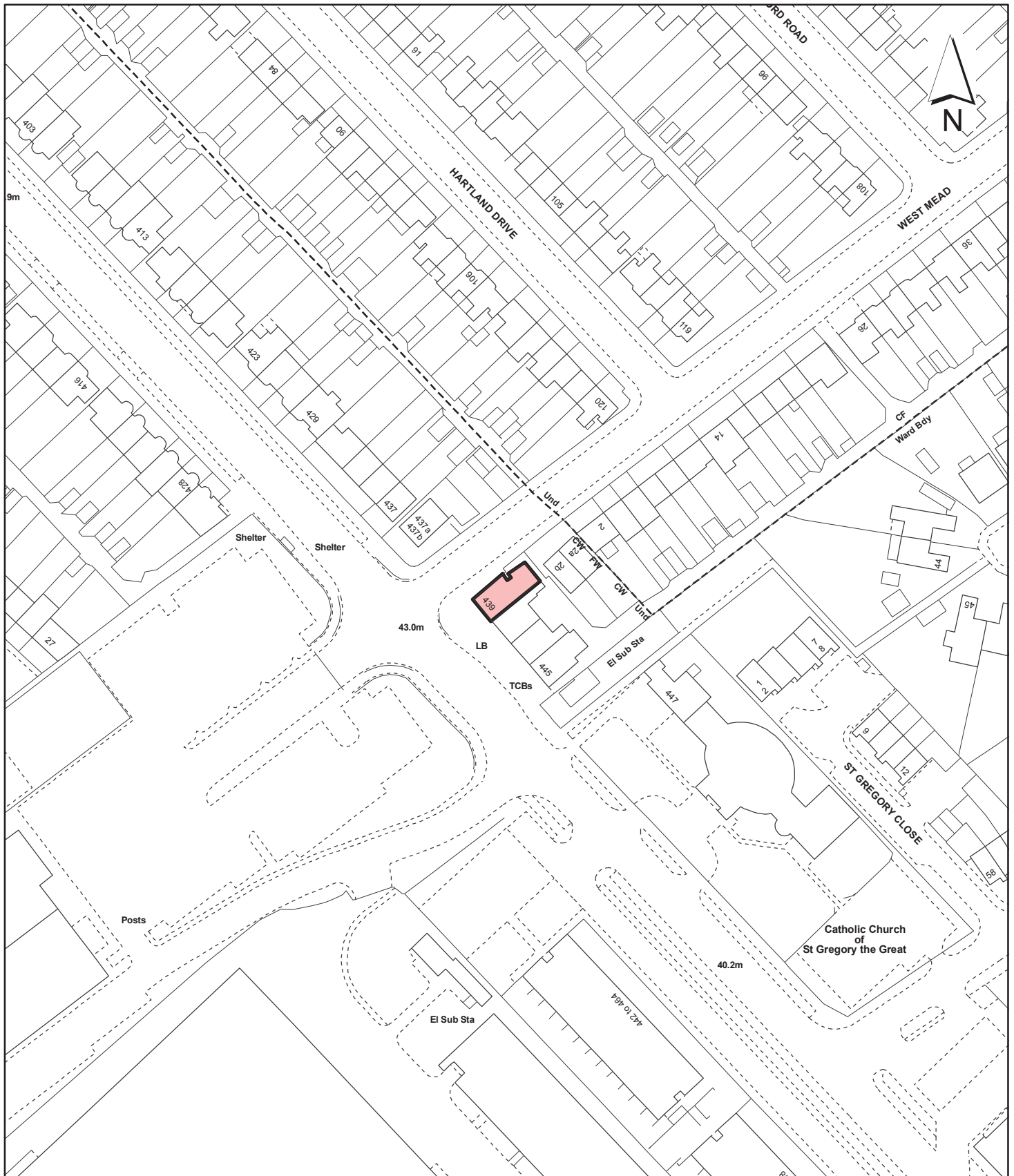
Although no objections are raised to the loss of the retail unit, the proposal is likely to adversely effect conditions on the adjoining public highway, including the local bus service and the extract flue would appear unduly dominant from a neighbouring resident's lounge window. It is recommended for refusal.



11. Reference Documents

Adopted Hillingdon Unitary Development Plan Saved Policies (September 2007)
Consultation Responses

Contact Officer: Richard Phillips

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<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">439 Victoria Road Ruislip</p>		<p>LONDON BOROUGH OF HILLINGDON Planning, Environment, Education & Community Services Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p> <p style="text-align: center;"> HILLINGDON LONDON</p>
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	<p>Planning Committee</p> <p style="text-align: center;">North</p>	<p>Date</p> <p style="text-align: center;">November 2011</p>	