

Report of the Head of Planning, Sport and Green Spaces

Address 16 FARMLANDS EASTCOTE
Development: single storey side/rear extension.
LBH Ref Nos: 68966/APP/2013/113
Drawing Nos: 1331 PL02
1331 PL04
1331 PL01 Rev. A
1331 PL03 Rev. A
1331 PL05 Rev. A

Date Plans Received: 17/01/2013 **Date(s) of Amendment(s):** 04/03/2013
Date Application Valid: 17/01/2013

DEFERRED ON 8th May 2013 FOR SITE VISIT ON

This application was deferred from the committee of the 8th May 2013 for a site visit.
The site visit took place on the 22nd May.

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a two storey semi-detached dwelling located on the western side of Farmlands. The building is set back from the main highway and the external walls of the building have been coated in render and exposed brickwork. The dwelling has space to park one car on the hardstanding in front of the principal elevation, along with one garage space, and has a private garden to the rear of the building. The street scene is residential in character and appearance and the application site lies within the developed area as identified in the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

1.2 Proposed Scheme

The application is for the erection of a single storey side/rear extension involving demolition of the existing garage to the side. The proposed single storey side extension would be set back by 1m from the principal elevation of the dwelling and would measure 2.6m in width. This element would be characterised with a mono pitched roof with a hipped section and a parapet wall. A single window would be inserted to the front elevation. The single storey rear element of the proposal would have a depth of 3.6m and would also be characterised with a mono pitched roof with a maximum height of 3.45m. The rear elevation would accommodate one window and a set of patio doors with a glazed gable end feature and two windows either side of the patio doors. The side and rear extensions would merge to form a wrap around extension. The proposed extension would create an enlarged open plan kitchen/dining room and a new bedroom.

1.3 Relevant Planning History

68966/APP/2013/520

16 Farmlands Eastcote

Conversion of roof space to habitable use to include a rear dormer with Juliette balcony, 2 front rooflights and conversion of roof from hip to gable end (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 21-03-2013

Approved

Appeal:

Comment on Planning History

No relevant history.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

Nine local addresses were consulted. Seven responses were received which are summarised as follows:

1. The side element of the proposal would unbalance appearance of the adjoining property.
2. The hip to Gable and rear dormer extension would be out of scale and would not harmonise with the existing building and surrounding properties.
3. The proposal would result in increased on street parking.
4. The single story rear extension would result in a loss of amenity.

The above is addressed in the main body of the report.

A petition with 20 signatures was originally received objecting to the proposal. Following the deferral of the application at the committee meeting of the 8th May, a further petition with 20 signatures has been received. Both petitions highlight the same issues and object to the proposal on the following grounds:

1. The plans are inaccurate The height of the roof over the side extension appears to be lower from the view taken at the side of the extension than the view from the front. Furthermore, the side view shows the side/rear extension roof to be gable-ended rather than hipped and pitched. Thirdly, we feel that the remaining hardstanding may not be deep enough to accommodate a standard family car, the minimum depth required for which is 4.8 metres.

The Plans show that the hard-standing space to the front of the existing garage now can comfortably accommodate one vehicle with considerable extra space. The applicants regularly park two cars on the drive, with the second car blocking the public pathway outside, forcing pedestrians to walk onto the road to get past. The applicants already appear to feel they have insufficient parking space even when there is one car in their driveway and another in their front garden. As you can see from the two photographs below, they resort to parking in the road in a somewhat unorthodox vertical fashion. The remaining hard-standing, in the event of an extension, is probably less that presented on the application. In fact, it is unlikely to be able to accommodate even one standard family car, falling short of the minimum depth required which is 4.8 metres.

There is a lack of symmetry or alignment with respect to the windows within the rear elevation of the house and this will only appear to significantly worsen if the occupants proceed with the construction of a full width rear loft extension as approved as permitted development. The poor alignment of the fenestration represents poor design and totally unbalances the existing symmetry of the existing house. Such fundamental flaws and inaccuracies are clear to see and can be proved by visiting the location. The measurements have been drawn to a scale which supports the application and differs from what is factually in place. We feel the plans should be accurate and much more precise.

2. If the garage of No 16 is extended forward, the access by car to the garage of No 17, whose driveway is adjacent to no.16, will be severely restricted. Indeed it is likely that the resident of No 17 will be unable to open the passenger door of a car in her driveway because the extended garage next door would impede it. Whilst there is potentially room available to provide an additional parking space within the front garden of no.16, access to the garden is difficult and only practically possible by utilising the neighbouring drive at no 17 and furthermore relying on there being no vehicles in the driveways of nos 16 and 17 at that time. The garages of Number 16 and 17 Farmlands have a shared 100mm thick party wall (plus piers) that separates their adjoining garages. This wall is in good condition and serves its purpose, having recently been inspected by a Chartered Building Surveyor for the owner of No 17 Farmlands. The party wall encloses the garage of No 17 and supports the garage timber-framed flat roof. Drawing No PL. 113-PL03 details the proposal to demolish this party wall and construct a raised replacement wall that extends 2 metres to the front and 0.5m to the rear. The application makes no reference on how the new wall will be constructed whilst providing support and safety to both the roof and the uninterrupted use of the garage and driveway of No 17. The patio at the rear of no 17 has been totally ripped up by the roots of a tree at no.16 in the location of the proposed back extension. Some two years ago insurers of no 17 arranged the felling of the offending tree, but unfortunately the roots were not killed off. Since then insurers have repeatedly requested access from no.16 to finish off the works, but have received no co-operation. The patio at the rear of no 17 is broken, slippery and dangerous and will become more problematic if foundation work to the rear of no. 16 is undertaken. The proposal is for a substantial wrap around side and rear extension to a depth of 3.5 metres which is to be constructed up to the boundary with the neighbours at No. 15 Farmlands. The proposed rear extension will have a pitched roof. Per the Scaling Drawing No 1331-PL05, the height of the pitched roof will range from 2.5m at the eaves to 3.5m at the junction of the rear wall. The single storey rear extension, by virtue of its depth, height and location, will cause a material loss of amenity to the family living at No 15 Farmlands, by reason of overshadowing, loss of light and outlook. The extension will impact significantly on their privacy and quality of life, both inside the house and in their garden.

3. The property is located in a prominent position opposite the T Junction at the top end of Farmlands, from which two cul-de-sacs with a total of twenty six houses are located. This is the only vehicular access to these properties. The line of sight for drivers coming up and down the road and turning left or right at the T-junction is already severely restricted due to so many vehicles already parking there. Large industrial and commercial vehicles already find it difficult to negotiate around this junction. A further loss of space outside no.16 would cause even more problems. As it is, we feel very strongly that the situation at this junction is already an accident waiting to happen

We feel that the size and bulk of the proposed developments would be over-development focused on maximising the internal floor space to the detriment of the external

appearance and character of the surrounding area. Clearly it would result in a loss of light to all the houses surrounding it and would overlook those properties. The proposals to extend the existing garage forward towards the front wall of the main house, incorporating a side parapet wall, introduces an incongruous design feature within the street and one which will appear overly dominant. It detracts from the character and appearance of the original house and represents a totally alien feature within the street scene. The hipped and pitched roof which is proposed over the side extension, whilst generally in keeping with the main roof of the house, will be at odds with the proposal for a change from hipped to gable, should the owners decide to implement those proposals, as permitted under the General Permitted Development Order. The proposals for a large and imposing wrap around side to rear extension will significantly add to the existing footprint of the house to a point where it would not appear subordinate to the main house and would not be in keeping with the character and appearance of the original house and the other houses on the street. Such large extensions are not characteristic of the surrounding area.

4. There are a number of unsatisfactory drainage issues which currently exist and which would be exacerbated by further development. It should be borne in mind that Farmlands is in a flood plain risk area. The linked garages of numbers 16 and 17 have a shallow pitched roof finished with bituminous felt. The roof discharges into an eaves gutter to the rear of the elevation. The gutter was originally designed and built to discharge into separate rainwater pipes within the rear gardens of numbers 16 and 17 Farmlands. The applicants have disconnected their rainwater pipe and allowed the rainwater collected within the gutter to discharge solely into the rainwater pipe of No 17. This was done without the permission of the owner of No 17 Farmlands and has resulted in damp issues to the garage of No 17. The submitted drawings do not detail the proposed drainage to the new extension. The rainwater collecting off any new extension must not discharge into the existing gutter and rainwater pipe of No 17, but into rainwater pipes within the curtilage of their property. The proposed side extension will extend two metres in front of the existing garage door line. The extension would therefore be built over the existing shared yard gulley which is positioned along the boundary and collects the rainwater that falls onto the driveways of both numbers 16 and 17 Farmlands. The submitted drawings neither detail the existing yard gulley nor propose any replacement surface water drainage system. There is no reference to a replacement yard gulley, a soak-away and driveway resurfacing works to prevent the driveway and garage of No 17 from flooding after the proposed construction of the extension.

The applicants have submitted a parking layout showing on-site car parking for only one car within the existing curtilage of the house. The proposals if approved would create a four bedroom house which would increase to a 5 bedroom house if the roof extensions are implemented in accordance with the Certificate of Lawful Development. At the same time they will be losing the parking space within the garage, once it is converted to a habitable room. Whilst the Council's Residential Extension Guidelines are silent as to the number of parking spaces required when a house is being extended, it is considered that the provision of only one car parking space to serve a four, and potentially five, bedroom house would be woefully inadequate, and would result in parking having to take place on the street, in an area which already suffers significant high demand for on-street parking. Incidents have been reported to the Police and the Safer Neighbourhood Teams where cars have been parked across the public pathway at no.16 Farmlands.

5. We understand that the properties at numbers 10, 11, 12 and 13 Farmlands, all across

the road from no 16 have historical and ongoing subsidence issues. It is a real and worrying possibility that the works mentioned in this application will substantially disrupt the land around the property in question and the surrounding area, causing even more subsidence than has been the case to date. Our subsidence concerns are for two reasons firstly that the properties attached to No 16 may suffer immediate subsidence, and secondly the Borough, and ultimately us council tax payers, may face a large bill if the properties numbered 10 to 15 inclusive (which all form part of Hillingdon s housing stock) suffer subsidence problems.

1. Officers have checked the plans and consider that they are accurate and reflect the proposed development.

With regard to parking the existing garage has an internal width of 2.4m, which is sub-standard and not sufficient to use for parking. Thus, the property currently has only one usable parking space. The provision of one space is comparable to the existing situation. The proposed space is of sufficient depth to ensure that a parked vehicle would not overhang the footway.

The issue of the design of the extension is covered in the main report. The question of permitted development is outside the remit of this application.

2. The issues relating to impeding the adjoining neighbours driveway, party wall matters and damage due to existing trees are not planning issues. The impact of the proposal on adjoining occupiers is covered in the main report.

3. The development of the property with a single storey side/rear extension is unlikely to impact on highway matters to such an extent that refusal could be justified.

These matters are covered in the main report.

4. Issues of drainage are not planning matters. The site is not located within a flood zone.

See above.

5. Issues of subsidence are not planning matters.

Ward Councillor requests that the application be determined by the Planning Committee.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 3.5	(2011) Quality and design of housing developments
LPP 5.3	(2011) Sustainable design and construction
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

5. MAIN PLANNING ISSUES

The main issues for consideration in determining this application relate to the effect of the proposal on the character and appearance of the original dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwellings, provision of acceptable residential amenity for the application property and the availability of parking.

The side extension element of the proposal would be set back by approximately 1m from the front elevation of the main dwelling and would be in the same position as existing garage. This element of the proposal would be similar in appearance to the existing front elevation of the garage and would not be out of character with the host dwelling and the surrounding area. The side extension will have a maximum height of 3.45m which is considered compliant with the Hillingdon Design and Accessibility Statement Residential Extensions (HDAS). The pitch of the roof would be similar to the pitch of the main dwelling. The remainder of the side extension would not be visible from the street scene. As such, this element of the proposal is considered acceptable.

The rear element of the proposal would have a depth of 3.6 metres and a height of 3.45 metres with mono-pitched roof and a gable end feature. The height and depth of the rear extension would be compliant with the guidance for a single storey rear extension contained within chapter 3 of the Hillingdon Design and Accessibility Statement Residential Extensions (HDAS). Furthermore, the extensions siting to the rear of dwelling would not result in it appearing overbearing and obtrusive in terms of the street scene.

The size and design of the extension is considered to harmonise with the appearance of the existing dwelling and its siting to the rear would ensure it would not be exceptionally visible from the highway of Farmlands. Therefore, the proposed extensions would have an acceptable impact on appearance of the existing dwelling and the visual amenities of the surrounding area, in compliance with Policy BE1 (Built Environment) of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The adjoining dwelling to the south of the application site does not benefit from any extensions to the rear of the property. However, the rear element of the proposal would have a depth of 3.6 metres and a height of 3.45 metres with a mono-pitched roof. The height and depth of the rear extension would be compliant with the guidance for a single

storey rear extension contained within chapter 3 of the Hillingdon Design and Accessibility Statement Residential Extensions (HDAS) and as such would have an acceptable level of impact on the amenities of adjoining occupiers.

The dwelling to the north of the application site has a garage along the common boundary with the application site and is sited on a higher level than the application site. Due to this garage, the proposed single storey side/rear extensions would be screened from the rear aspects of the dwelling to the North. The impact to this dwelling is considered to be at an acceptable level due to the limited 3.6m depth of the proposed extension and the limited height at 3.45m

As such, the proposed extensions are not considered to have an adverse impact on the neighbouring dwellings to the north and south numbers in terms of loss of light, loss of outlook or sense of dominance. Therefore, the development would comply with Policies BE20 and BE21 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

There are no proposed windows to the flank elevations. A condition is recommended to prohibit the installation of flank windows as part of the development. This would ensure no significant loss of privacy would occur to any neighbouring occupier, in compliance with Policy BE24 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The proposed development would create an open plan kitchen and dining room to the rear of the extension. The proposed rooms would have light and outlook provided from the various doors and windows. Therefore, the development is considered to comply with Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 3.5 of the London Plan (2011).

The proposal would result in an increase in the number of bedrooms from three to four, and would thus require the provision of a minimum of 100 square metres of garden space. The property currently has 162 sq.m and this would be reduced to 138sq.m. Therefore, sufficient private amenity space would be provided for the occupiers of the dwelling in compliance with Policy BE23 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the HDAS Residential Extensions.

The proposed development would result in the loss of the existing garage. However the existing garage is not considered large enough to accommodate a vehicle of a normal size and as such the dwelling only benefits from one off road parking space to the front driveway. Given the cul-de-sac location of the application dwelling and that the property would continue to benefit from one off road parking space, the level of off road parking is considered acceptable in this instance. Therefore, the development would be considered to comply with Policy AM14 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

The development would have an acceptable impact on the visual amenities of the surrounding area and the residential amenity of both neighbouring occupiers and occupiers of the application building. Therefore, the application is recommended for approval.

6. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 Time Limit

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

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1331 PL01 Rev. A, 1331 PL03 Rev. A and 1331 PL05 Rev. A as received on 4 March 2013.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

4 HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the flank walls of the development hereby approved.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

INFORMATIVES

- 1 On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

Standard Informatives

- 1 The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
- 2 The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 3.5	(2011) Quality and design of housing developments
LPP 5.3	(2011) Sustainable design and construction
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

- 3 You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
- 4 You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a

development that results in any form of encroachment.

- 5 Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning, Environment and Community Services, Building Control,
3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:
 - carry out work to an existing party wall;
 - build on the boundary with a neighbouring property;
 - in some circumstances, carry out groundworks within 6 metres of an adjoining building.Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning, Environment and Community Services Reception, Civic Centre, Uxbridge, UB8 1UW.
- 8 Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.
- 9 Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In

particular, you should ensure that the following are complied with: -

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

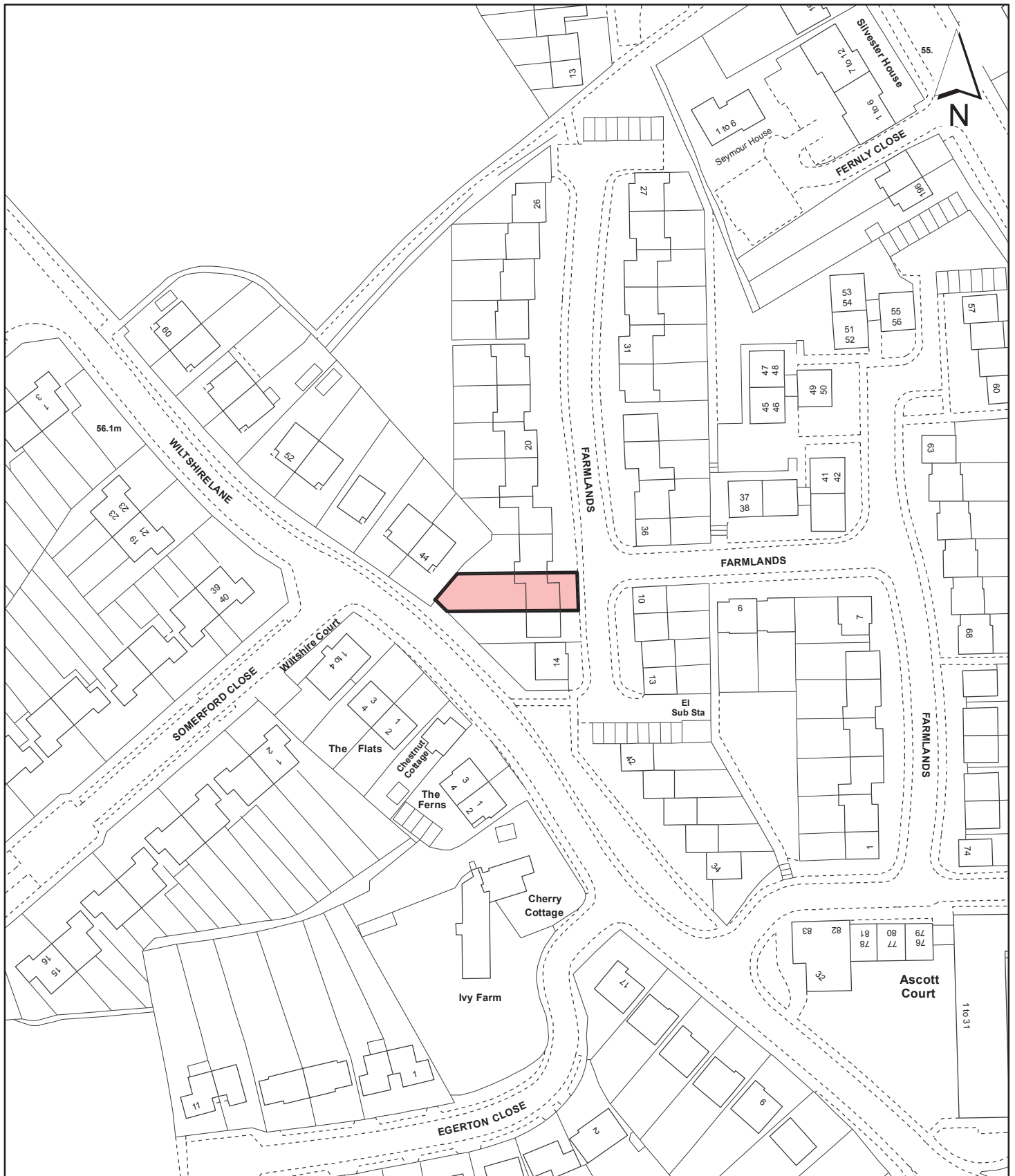
D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

- 10 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO2) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**16 Farmlands
Eastcote**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

68966/APP/2013/113

Scale

1:1,250

Planning Committee

North

Date

**April
2013**



HILLINGDON
LONDON