

Report of the Head of Planning, Sport and Green Spaces

Address 57 MONEY LANE WEST DRAYTON MIDDLESEX

Development: Single storey attached garage to side/rear involving alteration to existing vehicular crossover

LBH Ref Nos: 62525/APP/2016/333

Drawing Nos: 2978-01
2978-SK1
2978-02 Rev C

Date Plans Received: 27/01/2016 **Date(s) of Amendment(s):** 27/01/2016

Date Application Valid: 29/01/2016

DEFERRED ON 28th June 2016 FOR FURTHER INFORMATION ON

This application was deferred at the Committee of the 28th June 2016 for further information from the Flood and Water Management Officer. A Committee site visit is to be held in the week commencing 24 October 2016. This will be attended by the Council's Flood and Water Management Officer and will allow members to ask questions regarding the concerns they have previously raised regarding flood risk.

Since the deferral of the application a further petition against the proposal, with 20 signatures, has been received.

1. CONSIDERATIONS

1.1 Site and Locality

The application site comprises of a detached chalet bungalow situated on the north west side of Money Lane, West Drayton. The property is characterised by a gable end roof with an eyebrow dormer positioned centrally of the front roof slope. The house is set a small distant back from the adjacent highway and benefits from a grass area across the full width of the front elevation with off road parking for up to two cars to the side of the property and a large rear garden.

The application site falls within the West Drayton Conservation Area and and partially into Zone 2 and 3 of the River Flood Zone.

1.2 Proposed Scheme

Householder consent is sought for a single storey attached garage to side involving alteration to existing vehicular crossover.

The proposed double garage would be erected to the north east flank elevation of the original dwelling, and would be set back a brick length from the front elevation to measure the full depth of the original dwelling, 6m in width and would be characterised by a pitched roof measuring 4.2m high.

The proposed garage would benefit from an up and over door to the front wall, and would benefit from a pea shingle driveway, with the existing crossover replaced by a new crossover to the front of the boundary wall to measure 3m in width at the edge of the site boundary and 4.5m at the edge of the footpath.

The proposed extension would be finished in materials to match the existing house.

1.3 Relevant Planning History

62525/APP/2015/1163 57 Money Lane West Drayton Middlesex

Single storey attached garage to side/rear involving alteration to existing vehicular crossover and new wall to front

Decision Date: 06-07-2015 **Refused** **Appeal:**

62525/APP/2015/4094 57 Money Lane West Drayton Middlesex

Single storey attached garage to side (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 05-01-2016 **Refused** **Appeal:**

Comment on Planning History

62525/APP/2015/4094CLD: Single storey side extension: Recommended for refusal as the application site falls within Article 2(3) land which does not permit extensions to the side elevation under the Town and Country Planning General Permitted Development Order 2015.

62525/APP/2015/1163HH: Single storey attached garage to side/rear involving alteration to existing vehicular crossover: Recommended for refusal on five grounds.

- i. By reason of a lack of information, the proposal was considered to increase the chances of flooding within the built up area.
- ii. Excessive width of the crossover.
- iii. The vehicular crossover would lead to a disruption in the free flow of traffic.
- iv. Proposed 1.5m wall to the front boundary would impede visibility of traffic along Money Lane.
- v. The crossover would increase the number of potential conflict points leading to disruption of free flow traffic.

The applicant has resubmitted the application, in conjunction with a Flood Risk Assessment and has relocated the location of the garage to the opposite flank.

The Flood and Water Management Team have deemed the Flood Risk Assessment acceptable and the Highways officer has not raised an objection to the proposal. Furthermore, the proposed side extension is considered to be of an acceptable size, scale and roof form and would appear subordinate to the original dwelling, and is therefore recommended for approval.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 2nd March 2016

2.2 Site Notice Expiry Date:- Not applicable

3. **Comments on Public Consultations**

EXTERNAL:

A total of three neighbouring properties were consulted via letter dated 02.03.16 including a site notice displayed on 03.03.16.

7 letters, including 4 from the same occupier, and two petitions containing 32 and 19 signatures respectively received objecting on the following grounds:

1. There are a number of properties served by drains before going into the main sewer. These drains will be directly under the proposed development.
2. The previous application was refused on basis of large crossover, and as the new crossover is larger this application must also be refused.
3. The Cherry Tree has a TPO and is important that it is shown in the garden of No. 59 and not No. 57 Money Lane.
4. The application site and the adjoining neighbours at No. 55, 57, 59 and 61 fall within a flood plain. No. 55 and 57 are rated as a high risk, and the gardens of all the neighbouring properties were flooded five times. The site currently allows water to soak through, where will it go following the development?
5. The Council doesn't give permission to cover grassed areas to reduce the risk of flooding
6. A planning expert friend states the soak away is in the flood plain and would not address the loss of the current area of 25sqm of where the proposed structure would be. Would not address drainage/surface water issue.
7. Our house is lower, with water entering our house.
8. Porous paving is unlikely to work as this does not allow for water from cars and work in the garage. Application should be refused as this doesn't work.
9. The extension would cause too much trouble on our small street. The extension would lead to more cars on the street and nowhere for us to park.
10. The house already has a garage, and this will be used as part of the parking company running from this address.
11. The property is in a conservation area and the extension will have a significant impact on the visual amenities of the street scene.
12. The owners do not use the existing integral garage, with a number of cars parked in the front drive, giving rise to a loss of visual amenity for neighbouring residents.
13. The proposed extension will be used with the existing garage to occupy a large workshop, which will increase the non residential use, and have a significant impact upon the conservation area.

OFFICER COMMENTS:

- Drainage issues would not be a material planning consideration, and would be assessed by the relevant authorities.
- The applicant has submitted a Flood Risk Assessment, which has been considered acceptable by the Flood and Water Management officer.
- The Tree Officer raises no objections to the proposed works as no trees or landscape features of merit will be affected by the proposal.
- The proposed crossover has been reduced in width to comply with the requirements set out by the Highways Officer.
- The garage would provide two off road parking spaces and would comply with Policy AM14 of the Hillingdon Local Plan; Part Two Saved UDP Policies (November 2012).
- The Conservation and Urban Design Officer raises no objections in regards to the design

and appearance of the extension.

In the Committee Addendum tabled prior to the previous committee meeting concerns were raised regarding the position of the boundary. The Applicant believes the red line to be in the correct position. The Council is not the arbiter in any dispute over boundary lines, which is a matter that needs to be resolved between the two parties.

West Drayton Green Conservation Panel:

No objections, as the scheme addresses the previous reasons for refusal.

INTERNAL:

Trees and Landscape Officer:

The site is occupied by a single-storey detached house, with an integral garage, on the north side of Money Lane, close to the junction with Frays Close. The attractive plot is exceptionally wide and although the house is arranged across the site, there are significant gaps/side gardens to the east and west. The northern boundary is defined by the River Frays and there is a narrow tributary running parallel to the rear of the house which bisects the rear garden.

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment. Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The proposal is a re-submission to build a single-storey attached garage to the side/rear involving alteration to an existing vehicular crossover. (Previous applications ref. 2015/1163 and 2015/4094 were refused)

No trees or other landscape features of merit will be affected by the proposal. The landscape details and finishes (hard and soft) should be chosen to complement the site and the Conservation Area.

If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Flood and Water Management Officer:

Originally raised objections in regards to lack of information, which would demonstrate how the proposal would not increase flood risk to surrounding area. Following receipt of an amended Flood Risk Assessment, the officer has no objections to the proposal subject to construction in accordance with outlined Flood Risk Assessment.

Conservation and Urban Design Officer:

No objections to design, all materials colours and finishes must match existing.

Highways Officer:

No objections subject to amended crossover to reduce to 3m at edge of footway and 4.5 at kerblines, and subject to visibility splay conditions.

Environmental Protection Unit:

No adverse comments to make.

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

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas

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.

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

EM6 (2012) Flood Risk Management

HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

LPP 3.5 (2015) Quality and design of housing developments

5. MAIN PLANNING ISSUES

The main planning issues are the effect of the development on the character and appearance of the original building, the street scene, the impact on the Conservation Area, the impact on the residential amenity of the adjoining neighbours, the impact on highways and flooding.

Policy BE4 of the Hillingdon Local Plan Part two (Saved UDP Policies) requires all new development within or on the fringes of the Conservation Area to either preserve or enhance those features which contribute to the area's special visual and architectural qualities.

Policy BE15 requires alterations and extensions to existing buildings to harmonise with the scale, form and architectural composition of the original building. Policy BE13 requires the layout and appearance of extensions to harmonise with the existing street scene and Policy BE19 ensures any new development complements or improves the amenity and character of the area.

The Council's Adopted Supplementary Planning Document (SPD) HDAS: Residential Extensions, contains design guidance for all types of extensions which should appear subordinate in scale to the original building.

Paragraph 4.0 of the HDAS SPD states a single storey side extension is a common means of extending a house to provide extra living or garage space. Careful thought has to be applied to the size, depth, location, height, and overall appearance of any side extension. The side extension must not dominate the existing character of the original property. A range of pitched roofs will be acceptable and the roof angle must match the existing if visible from the public highway. The proposed width should be between half and two thirds of the original house to appear subordinate, and a set back from the front building line would be required in conservation areas to preserve the character of the area.

Paragraph 9.5 for outbuildings states a double garage should measure at least 4.8m x 5.7m and should be set back at least 2.4m from the back edge of the roadway and use a roller shutter or up and over garage door.

The proposed single storey side extension would be erected to the north eastern flank of the original dwelling, and would be set back a brick length from the front elevation to project the full depth of the existing dwelling, would measure 6m in width and would be characterised by a pitched roof measuring 4.2m high to extend parallel with the existing roof lines and finished in matching materials.

The proposed extension would be a sympathetic addition to the main dwelling, by virtue of its size, scale and roof form. The maximum height would exceed the recommended 3.4m limit for a pitched roof, however it would replicate the existing single storey element to the side of No. 59 Money Lane to maintain some form of consistency and would measure less than half the width of the original dwelling, to appear subordinate. It should be noted that the Conservation and Urban Design officer has not raised objections to the proposed garage.

In accordance with the consultation response of the Council's Landscape Officer, a landscape conditions is recommended to secure landscaping to the front of the site to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

The proposed development would not be harmful to the character and appearance of the existing dwelling and would preserve the character and appearance of the wider Conservation area and as such would comply with Policies BE4, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the SPD HDAS: Residential Extensions.

Policy BE20 requires any new development to be laid out so as to protect the daylight and sunlight levels of existing houses. Policy BE21 requires new extensions by virtue of their siting, bulk and proximity would not result in a significant loss of residential amenity to neighbouring properties and Policy BE24 should protect the privacy of the occupiers and their neighbours.

The application site is of a detached form, and benefits from adjoining neighbours that are also detached. The adjoining neighbour to the north east at No. 59 is situated parallel to the application site and benefits from an existing single storey side element which has no flank windows. It is considered as the proposed side garage would be erected directly parallel with the single storey side element of the adjoining neighbour at No. 59, it would not be an overbearing or overdominant addition that would result in visual intrusion and loss of outlook and light when viewed from their front and rear aspects.

The proposed extension would not be visible from the front and rear aspects of the adjoining neighbours to the south west at No. 59, as it would be screened by the host dwelling. The proposed extension is therefore considered not to have an adverse impact upon their residential amenities and light levels.

The proposed extension would be in accordance with the objectives set out in Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy BE23 seeks to ensure proposed extensions maintain sufficient external amenity space to protect the amenity of the occupants and is usable in terms of its size and usability. The proposed extension would not result in the creation of extra bedrooms or result in a loss of private usable amenity area as it would be situated on the existing hardstanding area to the side of the dwellinghouse. The proposal is considered to comply with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies states the LPA will not grant permission for developments whose traffic generation is likely to prejudice the free flow of traffic or conditions of general highway or pedestrian safety.

The proposed double garage would have internal dimensions of 5.2m x 5.9m and would benefit from an 'up and over' garage door, with the front wall set 6m back from the edge of the adjacent highway to comply with the SPD HDAS Residential Extensions. Additionally the proposed crossover was amended to comply with the Highways Officers requirements. Visibility splays of 2.4m x 2.4m are proposed with no obstacles higher than 0.6m to maintain full visibility when entering and exiting the site.

Policy AM14 of the Hillingdon Local Plan (November 2012) recognises that proposed developments must accord with the adopted car parking standards, as contained within the Hillingdon Local Plan (November 2012). The proposed double garage would replace the existing two off road parking spaces on the hardstanding area to the side of the dwellinghouse. Policy AM14 seeks a maximum of two off road car parking spaces for residential dwellings. In light of the concerns raised by local residents and the impact the development would have on the existing parking provision a condition is recommended to safeguard the parking within the garage to be incidental to the use of the main house.

The proposed development is therefore considered to accord with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Policy EM6 of the Hillingdon Local Plan Part One: Saved UDP Policies seeks to direct all new development away from Flood Zones 2 and 3, unless applicants can demonstrate that flood risk can be suitably mitigated. The application site falls within Flood Zone 2 and 3 and therefore a Flood Risk Assessment has been submitted in conjunction with the application. The flood and Water Management Officer has considered the mitigation measures proposed within the Flood Risk Assessment (FRA) to be acceptable subject to a condition that the proposal is carried out in accordance with the FRA. Such a condition is recommended.

Given the compliance of the proposal with the Council's policies and standards, 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 2978-02 Rev C.

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 (2015).

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) (England) Order 2015 (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 walls or roof slopes of the development hereby approved facing 59

Money Lane.

REASON

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

5 HO8 Garage retention

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990, the garage(s) shall be used only for the accommodation of private motor vehicles incidental to the use of the dwellinghouse as a residence.

REASON

To ensure that adequate off-street parking to serve the development is provided and retained, in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 NONSC Non Standard Condition

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment and the following mitigation measures detailed within the FRA:

- i) Garage to be constructed with voids in rear wall to allow flow of water through the garage.
- ii) Front drive to be created with Pea Shingle.
- iii) Ground levels to remain as existing.

REASON

To minimise the impact of flooding on the proposed development and future occupants and to minimise the impact of the proposed development on the surrounding area to comply with Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (Nov 2012), Policies 5.12, 5.13 and 5.15 of The London Plan (2015), the National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

7 H11A Visibility Splays

Unobstructed sight lines above a height of 0.6m metre shall be maintained on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan Part Two Saved UDP Policies (November 2012).

8 HO10 Front Garden Landscaping

Notwithstanding the details hereby approved a minimum of 25% of the front garden area shall be soft landscaped (eg.grass or planted beds) for so long as the development remains in existence.

REASON

To ensure the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Unitary Development Plan Saved Policies September 2007) and Policy

5.17 of the London Plan (2015).

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 September 2007), then London Plan Policies (2015). 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.
- 2 The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

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).

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
PT1.HE1	(2012) Heritage

Part 2 Policies:

BE4	New development within or on the fringes of conservation areas
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.
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
EM6	(2012) Flood Risk Management
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2015) Quality and design of housing developments

- 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.

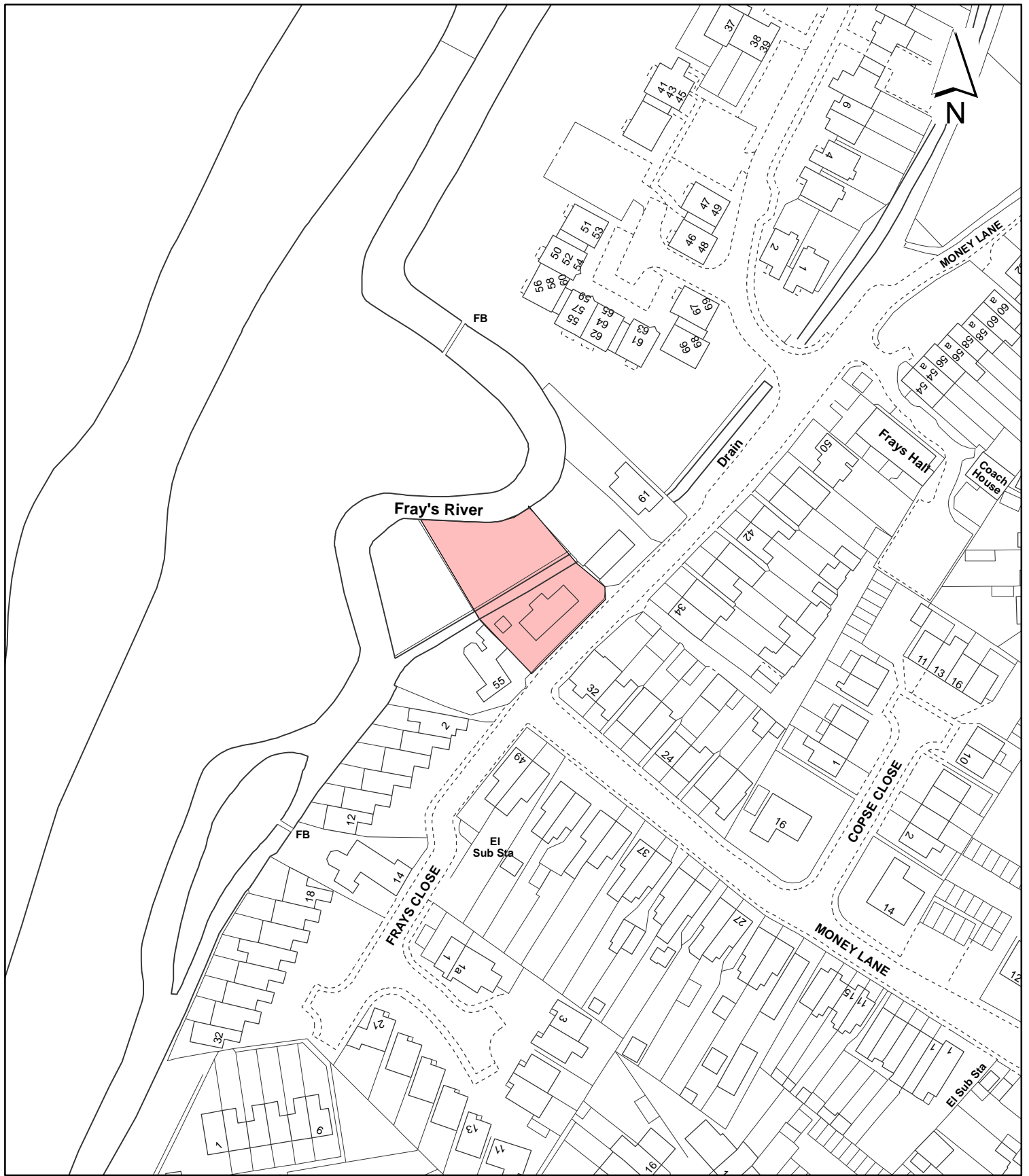
D) No bonfires that create dark smoke or nuisance to local residents.

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: Naim Poptani

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**57 Money Lane
 West Drayton**

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

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

Planning Application Ref:
62525/APP/2016/333

Scale:
1:1,250

Planning Committee:
Central & South

Date:
November 2016



HILLINGDON
 LONDON