

Report of the Head of Planning, Sport and Green Spaces

Address 103 SHENLEY AVENUE RUISLIP

Development: 2 x two storey, 4-bed, semi-detached dwellings with associated parking and amenity space and installation of 2 x vehicular crossovers to front involving demolition of existing bungalow.

LBH Ref Nos: 20004/APP/2016/3968

Drawing Nos: Design and Access Statement
1646-pl-01 A
1646-pl-02
1646-ex-01
1646-os-01

Date Plans Received: 28/10/2016 **Date(s) of Amendment(s):** 28/10/0016

Date Application Valid: 03/11/2016

1. SUMMARY

The application has been referred to Committee as a result of receipt of a petition opposing the development containing twenty four signatures.

The principle of development is considered to be acceptable. It is considered that the design of the dwellings is appropriate to the character of the area. The development will deliver a suitable level of amenity for future occupiers. However, it is considered that the development will result in a material loss of amenity for the occupiers of adjoining dwellings by reason of an overbearing impact and loss of outlook. Furthermore, it is considered that the development, as currently proposed, does not deliver a safe means of provision of off-street parking through inadequate provision of crossovers. As such it has not been demonstrated that the development will not conflict with highway and pedestrian safety. As a result refusal is recommended.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development fails to provide adequate off street parking provision which meets the Council's approved parking and crossover standards to service the proposed dwellings. It is considered that the development would therefore be detrimental to public and highway safety and is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), to Hillingdon's Adopted Parking Standards (Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Document HDAS: Residential Layouts.

2 NON2 Non Standard reason for refusal

The proposed development, by virtue of the size and scale proposed and proximity to neighbouring property, is considered to harm the residential amenities of existing neighbouring occupiers of Nos 101 and 105 Shenley Avenue. In particular, the development is considered to give rise to issues in relation to over-dominance and loss of

outlook. Furthermore, it has not been demonstrated that the development would not result in a material loss of daylight and sunlight for occupiers of the adjoining dwellings. Therefore the proposal would be contrary to policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's adopted Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts

INFORMATIVES

1 I59 Councils Local Plan : Part 1 - Strategic Policies

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 (2016). 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 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).

3 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) 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
OE1	Protection of the character and amenities of surrounding properties and the local area
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.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

4

In determining this application the Local Planning Authority considers that it has complied

with the requirements of paragraphs 186 and 187 of the NPPF. The Local Planning Authority encourages pre-application dialogue.

5

A revised proposal must include bin storage details so that the Council can consider whether bin storage is possible as part of any revised layout which seeks to address the reasons for refusal.

3. CONSIDERATIONS

3.1 Site and Locality

The application property comprises a detached bungalow. It is located on the South side of Shenley Avenue; its principal elevation faces North West. It sits between No. 105 Shenley Avenue, a linked-detached two-storey dwelling immediately to the West No. 101 Shenley Avenue, a semi-detached two-storey dwelling immediately to the East. It backs into the Ruislip Manor Sport and Social Club to the South. This comprises extensive open land with ancillary buildings further to the South. There is strong natural boundary screening between the sites.

Shenley Avenue is a mixed residential street comprising predominantly two-storey development but with some single-storey dwellings.

The site is within the Developed Area as identified within the Hillingdon Local Plan - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

The proposal involves erection of two semi-detached 4-bedroom dwellings following the demolition of the existing single-storey dwelling.

The properties will be 4-bedroom two-storey dwellings with associated parking and amenity space. The proposal also involves the installation of 2 x vehicular crossovers to the front. Detached cycle and general storage is shown to the rear of the dwellings.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history.

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.BE1 (2012) Built Environment

Part 2 Policies:

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
OE1	Protection of the character and amenities of surrounding properties and the local area
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.
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5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Neighbours were notified on 07/11/2016 and a site notice was displayed on 10/11/2016.

By the end of the consultation period there were 8 objections and a petition received. These raised the following issues:-

- (1) Over development.
- (2) Out of keeping with the area.
- (3) Intrusive and overbearing.
- (4) Loss of outlook and daylight at the rear for both adjoining homes.
- (5) Inadequate parking/loading and turning.
- (6) Adverse impact on highway safety.
- (7) Loss of a bungalow suitable for older people.

Officer comments:- The issues raised are considered throughout the report. It is noted that it would be difficult to sustain a reason for refusal based on the loss of a bungalow. The net result of this proposal would be to increase housing supply.

Internal Consultees

Highways and Traffic - The existing property has a relatively large forecourt that can be accessed through an existing crossover located towards the boundary with no. 105 (Western boundary)

The site is located in area with PTAL equal to 3, which is considered moderate. At approximately 200 m distance from the site, the PTAL rating becomes 4. Ruislip station is at approximately 750 m and local buses can be accessed on West End Road, at approximately 450 m.

Shenley Avenue is an unclassified borough road with a speed limit of 30 mph. On-street parking is

permitted along both kerbs; however, the presence of frequent crossovers restricts the amount of kerb actually available for parking. Due to narrow carriageway width, the presence of parked cars on both sides of the road would impede the flow of traffic.

Parking and Access

Since the proposals involve the construction of 2 family sized dwellings, it is considered that a total of 4 parking spaces should be provided (2 for each dwelling). The recommended number of parking spaces is provided on the forecourt, accessed through two separate crossovers, each with a width of 4.8 m. Current standing advice regarding crossovers requires the maximum width to be 2.5 m. As a result, it is recommended that a total of 4 crossovers be provided, one for each individual parking space, separated by a pedestrian island with a minimum width of 1.2 m. The current forecourt design does not provide a clear path for pedestrian access. Pedestrian routes with a minimum clearance of 0.9 m should be identified in the design and kept clear of any obstructions.

The applicant must ensure that an unobstructed visibility above the height of 1.05 m should be maintained from the site access for vehicles at least 2.4 m in both directions along the back edge of the footway. Any fencing / hedging above 1.05 m would have to allow drivers to be able to see through it. This is for the safety of pedestrians along the footway. Details of boundary treatment shall be submitted to the council and approved before commencement of works.

The submitted plans should show the location of the existing crossover in relation to the proposed arrangements. This is to determine whether all or part of the existing crossover becomes redundant. If this were the case, the redundant part of the crossover would need to be converted to footway at the expenses of the applicant. If required, this should be secured through condition and / or Section 106 agreement.

Traffic Impact

In light of small scale of the development proposals, it is anticipated that trips generated by the new dwellings would not have a significant impact on local traffic operations.

Bin Store Locations

The proposed locations of bin stores need to be shown on the proposed drawings. The proposed locations need to comply with recommendations included in Building regulations 2010, Part H, Section H6, Paragraph 1.8.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (NPPF) states there is a presumption in favour of sustainable development which is described for decision taking as "approving development proposals which accord with the development plan." As a core planning principle the effective use of land is encouraged by reusing land that has been previously developed (Brownfield land).

The proposed site currently comprises a detached bungalow within the developed area. This constitutes 'previously developed land'. There is a presumption expressed in the National Planning Policy Framework (NPPF) in favour of residential development on previously developed (Brownfield) land subject to other material planning considerations.

There are, in principle, no objections to the principle of development of the site, subject to all other material planning considerations being acceptable in accordance with the Hillingdon Local Plan (November 2012).

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks to ensure that new development 'takes into

account local context and character, the design principles in Chapter 7 and that public transport capacity development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Development proposals that compromise this policy should be resisted'.

The density matrix, however, is only of limited value when looking at small scale development such as that proposed with this application. In such cases, it is often more appropriate to consider how the development harmonises with its surroundings and its impact on adjoining occupiers.

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

Not applicable.

7.04 Airport safeguarding

Not applicable.

7.05 Impact on the green belt

Not applicable.

7.07 Impact on the character & appearance of the area

Paragraph 56 of The National Planning Policy Framework (NPPF) (March 2012) states: "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people".

Paragraph 64 of the NPPF states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions".

Policy 7.1 of the London Plan states that "design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood".

Policy 7.4 of the London Plan states, "Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area".

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Policy BE13 of The Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states "the local planning authority will seek to ensure that new development within residential areas complements or improves the amenity and character of the area".

Paragraph 4.37 of the HDAS Residential Layouts states: "Where parking is located to the front of the building, careful consideration must be given to the boundary treatment of the site and the retention of mature and semi-mature trees (these will need space to grow). Walls, fences and additional landscape can assist in screening car parking areas, but

the design of the boundaries should be considered carefully, in order to avoid an adverse impact on the quality of the streetscene and visual permeability into the site. Car parking at the front of buildings will not always be achievable, as a result of retaining and enhancing the local character of the area."

Paragraph 11.2 of the HDAS: Residential Extensions gives guidance on how car parking in front gardens should be approached. It states the importance of avoiding losing the feeling of enclosure and definition between pavement and private space. Under HDAS the Council would normally expect at least 25% of the front garden to be maintained for soft landscaping and planting.

This part of Shenley Avenue is mixed in character and includes both two-storey and single-storey development utilising a wide variety of design styles. This includes semi-detached, detached and terraced dwellings. The existing bungalow sits approximately 1 metre from the common boundary with No. 101 Shenley Avenue and there is a single-storey garage along the boundary with No. 105 Shenley Avenue. The proposed dwellings will be approximately 1 metre from each side boundary. They are also of similar height to the adjoining dwellings. They have a hipped roof which is a design feature of both the adjoining properties and is a characteristic design feature of many dwellings in the vicinity. They also utilise other design features associated with the local area including full height bay windows to the front. The proposed dwellings respect the front building line of the adjoining dwellings. As such, it is considered that the design is in keeping with the character and appearance of the surrounding area and its visual impact is considered to be acceptable. The proposal as submitted shows at least 25% of the frontage will be landscaped.

7.08 Impact on neighbours

Impact upon Existing Occupiers

Policies BE20 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that new buildings should not result in the loss of sunlight or loss of residential amenity.

Policy BE20 states "buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded".

Policy BE22 states "planning permission will not be granted for new buildings or extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity".

Paragraph 4.9 of the HDAS Residential Layouts states, "all residential developments and amenity space should receive adequate daylight and sunlight, including habitable rooms and kitchens. The daylight and sunlight available to adjoining properties should be adequately protected and careful design can help minimise the negative impact of overbearing and overshadowing. Where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. Generally 15 metres will be the minimum acceptable distance. It should be noted that the minimum 21 metres overlooking distance will still need to be complied with".

The side facing first floor windows are shown to serve bathrooms and wc's and could be conditioned as obscure glazed to ensure that there is no material loss of privacy. There would be rear facing windows, but that replicates what could be reasonably expected in a location of this nature with largely parallel dwellings fronting the street and rear gardens.

The proposed semi-detached dwellings would be within 1 metre of the common boundaries with each adjoining neighbour. They would be marginally beyond the line with the single-storey rear extension of No. 101 Shenley Avenue but would extend approximately 2 metres further back than the recently constructed single-storey rear extension to No.105 Shenley Avenue. This is 3.6 metres deep. The application was not accompanied by a daylight and sunlight assessment and it has not been demonstrated that it would not result in a material loss of daylight or sunlight to the adjoining properties given the orientation. Notwithstanding this, it is considered that a two-storey development in close proximity to the common boundaries and projecting beyond the existing rear single-storey extensions, would result in an overbearing impact on and loss of outlook for occupiers of both the adjoining properties and, as such, would constitute an un-neighbourly form of development in contrary to Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

7.09 Living conditions for future occupiers

On 25 March 2015, the Government introduced new technical housing standards in England, which comprise of new additional 'optional' Building Regulations on water and access, and a nationally described space standard (referred to as "the new national technical standards"). These new standards came into effect on 1 October 2015 and they have been adopted by The Mayor of London in the form of Housing Standards Minor Alterations to The London Plan (March 2016). This sets out how the existing policies relating to Housing Standards in The London Plan should be applied from March 2016. Table 3.3 sets out how the minimum space standards stemming from the policy specified in the 2012 Housing SPG should be interpreted in relation to the national standards.

The minimum space requires a 6 person 4-bedroom two storey dwelling to provide 106 square metres of floor area to include 3.0 square metres of built in storage. The proposal involves floorspace for each dwelling which significantly exceeds this requirement and would exceed 3.0 square metres of built in storage space.

It is considered that all the proposed habitable rooms would enjoy an adequate outlook and source of natural light, therefore complying with the Mayor of London's Housing Standards Minor Alterations to the London Plan (March 2016).

As such it is considered that the proposal would provide an indoor living area of an appropriate size for the occupiers of the two proposed dwellings. The proposal would therefore provide an acceptable level of living accommodation for future occupiers and accords with the Housing Standards Minor Alterations to The London Plan (March 2016).

Outdoor Amenity Space:

The SPD HDAS: Residential Layouts includes in paragraph 4.15 minimum amenity space standards for private amenity space. For a 4 bedroom dwelling it states that this should be provided with at least 100 square metres of private amenity space. The submitted drawings show that each of the proposed dwellings will be provided with a private amenity space of over 150 square metres which would exceed the Council's minimum standard. The proposal therefore provides amenity space of sufficient size and quality commensurate to the size and layout of the dwellings. As such the proposal would provide a an appropriate level of amenity for future residents in accordance with Policy BE23 of the Hillingdon Local plan - Saved UDP Policies (November 2012).

In conclusion, the development provides an appropriate level of living accommodation for future occupiers.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Reference is made to Highways Officers comments elsewhere in the report.

7.11 Urban design, access and security

A Secured by Design condition could be applied if permission was granted. Other issues of urban design are dealt with throughout the report

7.12 Disabled access

Not applicable to this application

7.13 Provision of affordable & special needs housing

Not applicable to this application

7.14 Trees, Landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires the retention of landscape features of merit and new landscaping and planting where possible. No trees would be lost by the proposal and both the front and rear gardens are of little landscape merit. In this respect, the application is considered acceptable in accordance with Policy BE38 of the Local Plan.

7.15 Sustainable waste management

Not applicable.

7.16 Renewable energy / Sustainability

Not applicable.

7.17 Flooding or Drainage Issues

Not applicable.

7.18 Noise or Air Quality Issues

Not applicable.

7.19 Comments on Public Consultations

Neighbours were notified on 07/11/2016 and a site notice was displayed on 10/11/2016.

The issues raised have been dealt with within the report.

7.20 Planning Obligations

Not applicable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

Community Infrastructure Levy:

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), requires that where developments generate the need for additional facilities, financial contributions will be sought. Infrastructure Levy (Amendment) Regulations 2011. The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional

floorspace. This is in addition to the Mayoral CIL charge of £35 per sq metre.

The proposal produces a net increase of 115 square metres. The proposal would attract a CIL Liability of:

Hillingdon CIL £10,925
Mayoral CIL £4,925
Total CIL £14,950

Affordable housing:

The application is below the threshold at which affordable housing should be sought under Policy 3A.10 of the London Plan and the Council's adopted Planning Obligations SPD, nor is it considered that a higher level of development could be achieved on this site.

Accordingly, the proposal does not give rise to the need for affordable housing provision for a development of this size and consideration of these matters is not necessary.

Drainage:

The application site is not located in an area with an identified risk of flooding and no issues regarding flooding have been identified, however Policy OE8 of the UDP and Policy 4A.14 of the London Plan still require that developments seek to reduce surface water run-off and reduce the risk of flooding elsewhere. No details are provided and a condition is recommended if permission were granted.

Noise:

It is not considered that the provision of residential units on this site will lead to significant noise.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing

the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

Whilst there is no objection to the principle of residential redevelopment of this site, it is considered that the development as proposed will result in a material loss of amenity for the occupiers of adjoining dwellings by reason of an overbearing impact and loss of outlook. Furthermore, it is considered that the development, as currently proposed, does not deliver a safe means of provision of off-street parking which will not conflict with highway and pedestrian safety. As a result of amendments sought by the Highways Officer, in terms of car parking and access arrangements and need for bin stores, it has not been demonstrated that the site can be developed without harm to the street scene. As a result, refusal is recommended.

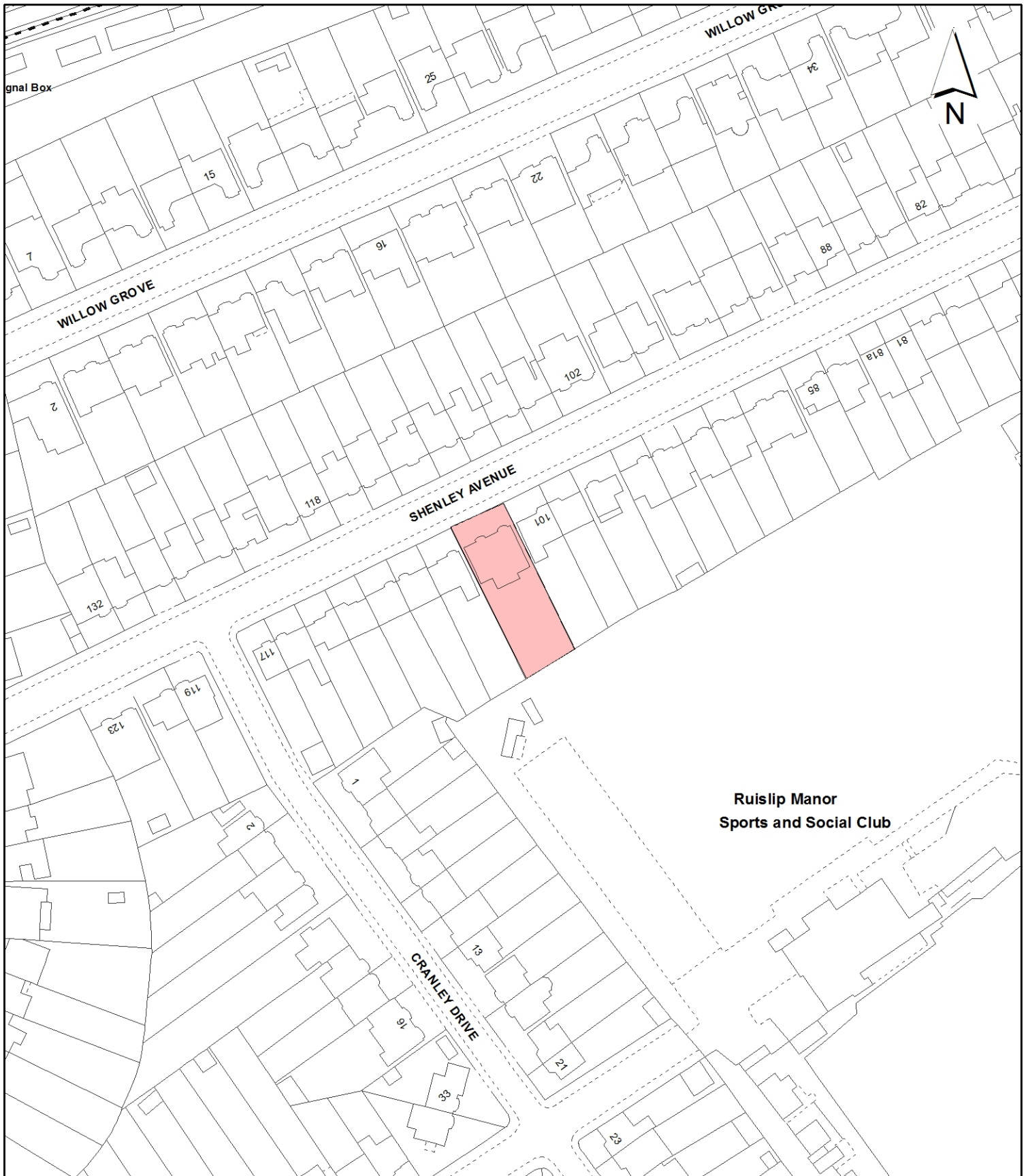
11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)

The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Design and Accessibility Statement: Residential Extensions
Hillingdon Design and Accessibility Statement: Accessible Hillingdon
National Planning Policy Framework

Contact Officer: Cris Lancaster

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Notes:

 Site boundary

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Site Address:

103 Shenley Avenue

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
20004/APP/2016/3968

Scale:
1:1,250

Planning Committee:
North

Date:
February 2017

