

Report of the Head of Planning, Transportation and Regeneration

Address 70 NORTHWOOD ROAD HAREFIELD

Development: Two storey side extension and boundary fence to side.(AMENDED PLANS 06-06-19)

LBH Ref Nos: 74520/APP/2019/996

Drawing Nos: 144 Rev P3
145 Rev P2
141 Rev P3
142 Rev P1
143 Rev P1
103 Rev P1
102 Rev P1
101

Date Plans Received: 22/03/2019

Date(s) of Amendment(s):

Date Application Valid: 22/03/2019

1. CONSIDERATIONS

1.1 Site and Locality

The application relates to a detached dwelling located on the corner junction of Northwood Road and Mossendew Close. The property has a bay window to the front and has a large single storey side element to the rear. It is set in a good sized plot with a paved front garden, which can accommodate parking for 2 cars and a driveway to the side leading to a detached garage. To the rear there is a good sized garden.

The streetscene is residential in character and comprises a mix of housing styles.

The application site lies within the 'Developed Area' as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

1.2 Proposed Scheme

This application seeks planning permission for two storey side extension and installation of boundary wall to all sides

The application REF: 74520/APP/2019/247 was refused on 19/3/19 due to the height, position and design of the fence. The applicant has 'stepped down' the boundary fence height in Mossendew Close toward its junction with Northwood Road to a height of 1m which is welcomed as this will aid visibility for all users at the road junction. As a consequence the proposed boundary fence arrangement does not have any envisaged highway related detriment.

It is important to note that the site is occupied by a 3 bedroom detached property which is to be extended to the side facilitated by the applicant purchasing an adjacent area of private green space (un-adopted highway) outside of the existing property curtilage. The submitted

land registry title deed confirms this purchase and also indicates that the roadway within Mossendew Close is now within the applicant's ownership. However in reality the whole road will remain as adopted public highway (except for the adjacent private green space which has never been formally adopted by the Council and is now owned by the applicant) therefore residents of this Close will not be affected in any way as the Council remains the overriding authority over the adopted public highway and the applicant has no legal right to impose control or develop any area within Mossendew Close.

1.3 Relevant Planning History

74520/APP/2019/246 70 Northwood Road Harefield

Single storey rear extension

Decision Date: 19-03-2019 **Approved** **Appeal:**

74520/APP/2019/247 70 Northwood Road Harefield

Two storey side extension and installation of boundary wall to all sides

Decision Date: 19-03-2019 **Refused** **Appeal:**

Comment on Planning History

74520/APP/2019/246 - Single storey rear extension
Approved on 19/3/19 .

74520/APP/2019/247 - Two storey side extension and installation of boundary wall to all sides
Refused on 19/3/19

Refusal reasons:

1. The boundary fence by reason of the position of the application site in a visually prominent location, and the height, position and design of the fence would result in an overbearing and visually intrusive form of development, and as a result have a detrimental impact upon the character and appearance of the street scene and the wider area, contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

2. The proposed boundary treatment, by reason of its position and height would obstruct visibility for vehicles accessing/egressing the site prejudicial to conditions of general highway and pedestrian safety and would therefore be contrary to Policies AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Extensions.

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

8 neighbouring properties and Highways officer were consulted by letter on 26/3/19. A site

notice was displayed in the area. By the close of the consultation period 2 comments and one petition were received.

EXTERNAL CONSULTEE

Bickerton's Aerodromes raised their concerns and states that the site is within the Denham Aerodrome Traffic Zone. Denham is a long established Civil Aviation Authority Licensed Aerodrome providing facilities for business aviation and flying training for both fixed and rotary wing aircraft and may be available for use at any time. It is inevitable that any occupants in this location will both hear and see aircraft operations and it is important that all concerned are aware of the juxtaposition of the sites.

A petition letter was received on 16/4/19 who raised their objections as follows:

- 1) ownership of Mossendew Close by applicant.
- 2) adjustment grass verge
- 3) Impact on character of the wider area
- 4) height of fences

INTERNAL CONSULTEE

Trees/Landscape officer:

As the application proposal plans apart from fences are identical to previous REF: 74520/APP/2019/247, as such previous tree officer's comments still applies.

This site is a corner plot occupied by a two-storey detached house occupying a wider than average plot at the junction with Mossendew Close. According to the red line on the site location plan, the wide grass verge to the east of the property lies within the ownership of the number 70 - although on site it appears to be highway verge? There are no TPO's or Conservation Area designations affecting the site.

COMMENT No trees will be affected by the proposed rear extension, however, the side extension will result in the loss of the generous roadside verge which mirrors that on the opposite side and provide an attractive visual amenity. While the existing verge contributes to the character and appearance of the area there are no landscape / planning reasons to object. If you are minded to approve this application landscaping (tree planting) along the proposed west boundary of the site would provide mitigation for the loss of existing green space, in accordance with policy BE38.

RECOMMENDATION No objection subject to conditions RES9 (parts 1,2 and 5).

Highways Officer:

Site Characteristics and Background

The site is located within a residential catchment in the far northern part of the borough on the corner of Northwood Road and Mossendew Close in Harefield.

The property exhibits an extensive frontage (as do surrounding properties) with on-plot parking for several vehicles together with a double garage provision and the area is devoid of parking controls. An existing access and carriageway provision that serve the site envelope on Northwood Road will remain unaltered.

The site is occupied by a 3 bedroom detached property which is to be extended to the side facilitated by the applicant purchasing an adjacent area of private green space (un-adopted highway) outside of the existing property curtilage. The submitted land registry title deed

confirms this purchase and also indicates that the roadway within Mossendew Close is now within the applicant's ownership. However in reality the whole road will remain as adopted public highway (except for the adjacent private green space which has never been formally adopted by the Council and is now owned by the applicant) therefore residents of this Close will not be affected in any way as the Council remains the overriding authority over the adopted public highway and the applicant has no legal right to impose control or develop any area within Mossendew Close.

Parking Provision

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

As this proposal is to remain within a single tenure there is no requirement to provide additional on-plot parking in accord with adopted standard. However it is noted that the several spaces are present and will remain on the relatively generous property frontage. On this basis the quantum of parking provision is considered ample.

There is an opportunity to encourage a cycle parking provision of at least 1 secure and accessible space for this scale of proposal in order to conform to the adopted borough cycle parking standard. Accommodation of this level of requirement, although physically achievable, has not been demonstrated and should therefore be secured by planning condition.

Boundary Fencing flanking Mossendew Close

The applicant has 'stepped down' the boundary fence height in Mossendew Close toward its junction with Northwood Road to a height of 1m which is welcomed as this will aid visibility for all users at the road junction. As a consequence the proposed boundary fence arrangement does not have any envisaged highway related detriment.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider 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.

There will be no discernible difference in vehicle bound activity as the property is to remain in single tenure.

Operational Refuse Requirements

Refuse collection will continue via the roadway. There are no further observations.

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

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.
AM7	Consideration of traffic generated by proposed developments.
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
LPP 3.5	(2016) Quality and design of housing developments
LPP 7.4	(2016) Local character
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

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 existing dwelling, the impact on the visual amenities of the surrounding area, the impact on residential amenity of the neighbouring dwelling and the impact of application on highway / pedestrian safety.

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.

Furthermore Policies BE13, BE15 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development that would fail to harmonise with the existing streetscene, or which would fail to safeguard the design of existing and adjoining sites.

Paragraph 5.0 of the HDAS SPD states extensions at first floor level provide the opportunity to create additional bedrooms, however they also have the potential to have a significant impact upon the neighbouring properties. The Council will therefore consider proposals for two storey side extensions in terms of their setting and character and quality of street

scene. Extensions of two or more storeys in height must be set back 1m from the side of the boundary to protect the character and appearance of the street scene and gaps between properties to prevent appearing terraced. Semi-detached dwellings should also be set back 1m from the front wall and lowered by at least 500mm from the main roof.

HDAS: Residential Extensions section 10 states all front walls and enclosures should make a positive contribution to the street-scene and must ensure adequate visibility for all vehicles entering and exiting the property. Walls and enclosures should not obstruct sight line required for road. Materials used and the height of any wall/enclosure must be in keeping with the character of the area. Furthermore, front gates over 1m in height will be refused planning permission because of their overbearing impact on the street-scene.

The proposed two storey side extension would be constructed flush with the principal elevation at both levels and would benefit from a two storey bay window feature. The proposal would measure 4.5m in width at both levels, would extend the full depth of the existing dwelling across the flank elevation by approximately 9.5m in length at both levels. The proposed two storey side extension would be characterised by a gabled roof which would be level with main roof height and therefore would comply with the height for two storey extensions, as specified in paragraph 5.7 of the HDAS SPD. The 4.5 m side extension width would be between half and two thirds of the main house (8.25 m) and therefore complies with the HDAS SPD as specified in paragraph 5.10. Although the extension would appear to be too wide, the proposed design reflects the architectural style of the original house.

Policy BE22 and HDAS SPD states residential extensions of two or more storeys in height should be set back for the full height a minimum of 1m from the shared boundary to preserve the visually open gaps between properties and prevent dwellings from coalescing to form a terraced appearance. Also, paragraph 5.6 of the HDAS SPD states for semi-detached house, the ground and first floor should be set back 1m from the main front building line to ensure a subordinate appearance to the existing house.

The proposed two storey side extension would retain a sufficient distance from the shared boundary with Mossendew Close and therefore, it complies with HDAS SPD and BE22.

The proposed development is considered to be in accordance with Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE15, BE19 and BE22 of the Hillingdon Local Plan: Part Two - saved UDP Policies (November 2012) and to the Council's Supplementary Planning Documents HDAS Residential Extensions.

Policy BE20 states that buildings should be laid out to allow adequate daylight to penetrate and amenities of existing houses safeguarded. It is considered that the extension is of a size and scale which would not significantly impact on the residential amenities of the occupiers of the adjoining properties from increased overshadowing, loss of sunlight, visual intrusion and over-dominance.

Policy BE24 states that the proposal should protect the privacy of the occupiers and their neighbours. The proposed development will include windows on the front, rear and side elevations of the property. The windows on the rear elevation of the property will face the rear garden of the application site, and will not overlook into any of the neighbouring properties. The windows on the front elevation will have an outlook of the general street scene and therefore will not directly overlook into any of the neighbouring properties. The

windows on the side elevation will be considered secondary windows to habitable rooms, so would be obscured glazed, and therefore will not directly overlook into any of the neighbouring properties. However should the application be approved a planning condition can be added to ensure that the window is obscurely glazed

Therefore the proposal complies with the requirements of Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and HDAS: Residential Extensions.

It is considered that all the proposed habitable rooms, and those altered by the extension, would maintain an adequate outlook and source of natural light, therefore complying with Policy 3.5 of the London Plan (2016).

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns, in accordance with policies AM2, AM7 and AM14 of the Development Plan (2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016). Highway officer commented as follows:

Parking Provision

Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP policy states that new development will only be permitted where it is in accordance with the Council's adopted parking standards.

As this proposal is to remain within a single tenure there is no requirement to provide additional on-plot parking in accord with adopted standard. However it is noted that the several spaces are present and will remain on the relatively generous property frontage. On this basis the quantum of parking provision is considered ample.

There is an opportunity to encourage a cycle parking provision of at least 1 secure and accessible space for this scale of proposal in order to conform to the adopted borough cycle parking standard. Accommodation of this level of requirement, although physically achievable, has not been demonstrated and should therefore be secured by planning condition.

Boundary Fencing flanking Mossendew Close

The applicant has 'stepped down' the boundary fence height in Mossendew Close toward its junction with Northwood Road to a height of 1m which is welcomed as this will aid visibility for all users at the road junction. As a consequence the proposed boundary fence arrangement does not have any envisaged highway related detriment.

Vehicular Trip Generation

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policy requires the Council to consider 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.

There will be no discernible difference in vehicle bound activity as the property is to remain in single tenure.

Operational Refuse Requirements

Refuse collection will continue via the roadway. There are no further observations.

Accordingly, 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 141 Rev P3, 142 Rev P2, 143 Rev P1 , 144 Rev P3 and 145 Rev P2 received on 22/3/19

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 (2016).

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 2015 (as amended) (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 Mossendew Close

REASON

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

5 HO6 Obscure Glazing

The window(s) facing Mossendew Close and shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

6 RES9 Landscaping (car parking & refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2.a Details of Hard Landscaping

2.b Means of enclosure/boundary treatments

2.c Hard Surfacing Materials

3. Schedule for Implementation

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) .

INFORMATIVES

- 1** The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).
You are advised to submit details to overcome the specified security need(s) in order to comply with condition X of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

- 2** 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.

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.
AM7	Consideration of traffic generated by proposed developments.
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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NPPF- 12	NPPF-12 2018 - Achieving well-designed places

- 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.

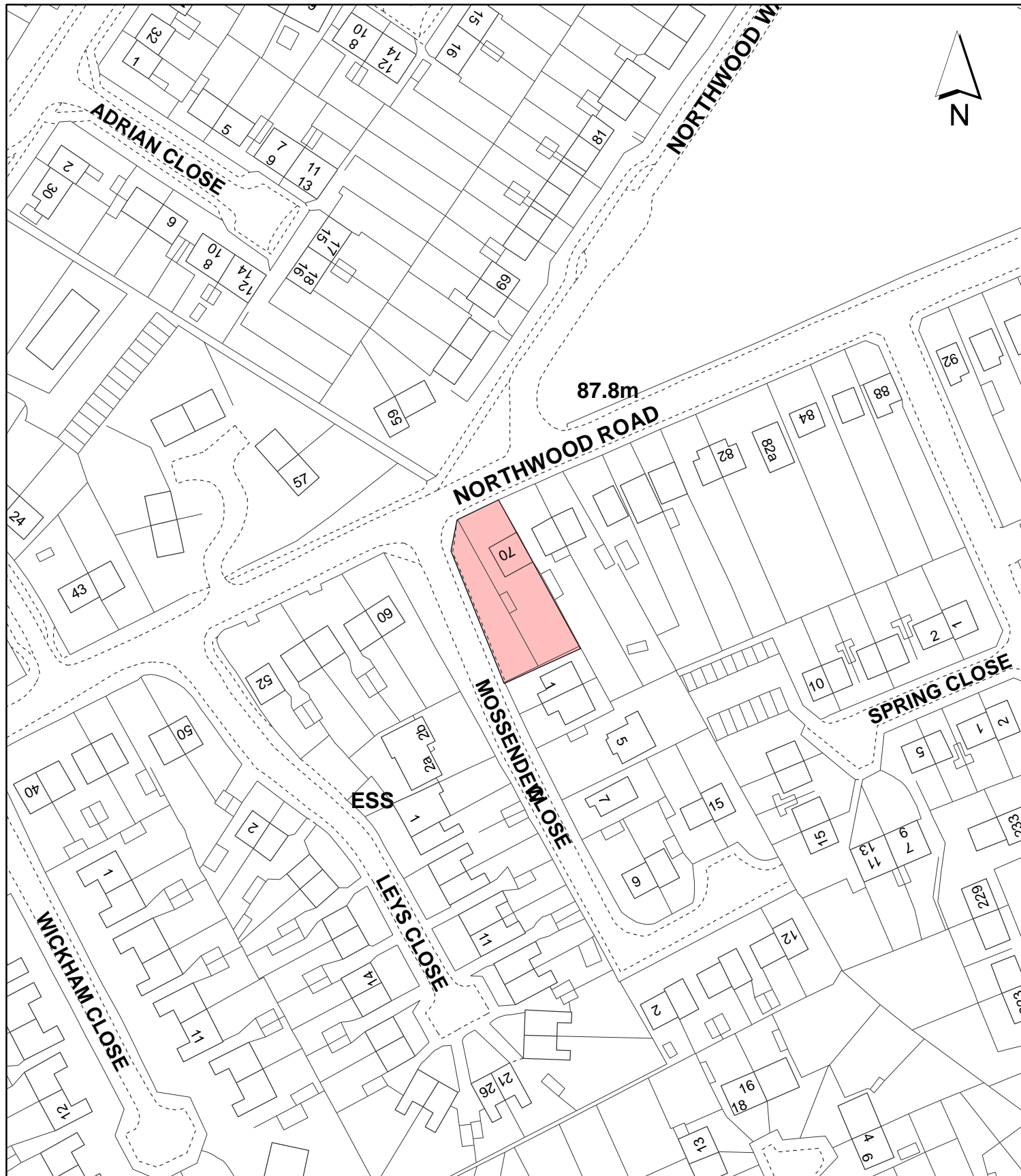
D) No bonfires that create dark smoke or nuisance to local residents.

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: Hoda Sadri

Telephone No: 01895 250230



Notes:



Site boundary

For identification purposes only.

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Site Address:

70 Northwood Road

Planning Application Ref:

74520/APP/2019/996

Planning Committee:

North

Scale:

1:1,250

Date:

June 2019

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



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