

**Item No.**            **Report of the Head of Planning, Transportation and Regeneration**

**Address**            LAND OPPOSITE 237 STATION ROAD HAYES

**Development:**    Proposed 18m Phase 8 Monopole C/W wraparound cabinet at base and associated ancillary works (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 for determination as to whether prior approval is required for siting and appearance).

**LBH Ref Nos:**     75743/APP/2020/2277

**Drawing Nos:**    Covering letter  
                          Site Specific Supplementary Information  
                          Heathrow Pre Planning Consultation comment  
                          Heathrow Consultation 18.7.20  
                          Declaration of Conformity with ICNIRP Public Exposure Guidelines  
                          Permitted development notice - Hillingdon  
                          Developers Notice  
                          002 - Site Location Plan Issue A  
                          100 - Existing Site Plan Issue A  
                          150 - Existing Elevation A Issue A  
                          210 - Proposed H3G Site Plan Issue A  
                          260 - Proposed H3G Elevation Issue A  
                          303 - Proposed H3G Antenna Schedule & Line Configuration Issue A  
                          305 - Equipment Schedule & Support Structure Details Issue A

**Date Plans Recieved:**    22/07/2020                    **Date(s) of Amendment(s):**

**Date Application Valid:**    22/07/2020

## 1. SUMMARY

This application seeks prior approval for a telecommunication installation under Schedule 2, Part 16 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). The proposal is for the installation of a 18m Phase 8 Monopole C/W wraparound cabinet at base, 3 cabinets and associated ancillary works. The purpose of the proposal is to provide 5G network and improve coverage and capacity for Hutchison 3G UK Limited (H3G) in the area.

The proposal is considered to be an obtrusive form of development which would add visual clutter to the street scene and the wide central reservation that runs down Station Road. The proposal would not harmonise with the character of the area and would be detrimental to local visual amenities. It is also considered that the proposal has not fully investigated alternative sites within the immediate and surrounding area. As such, it fails to comply with Policies DMHB 11 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2019).

This application is recommended for Refusal.

## 2. RECOMMENDATION

**REFUSAL for the following reasons:**

1            NON2            **Non Standard reason for refusal**

The proposed development, by reason of the siting in this open prominent position, size, scale and design of the proposed monopole and the size, scale and siting of the equipment cabinets, would create an obtrusive form of development which would add visual clutter to the detriment of the character, appearance and visual amenities of the street scene. The proposal is therefore contrary to Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies DMHB 11, DMHB 12 and DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the National Planning Policy Framework (February 2019).

**2 NON2 Non Standard reason for refusal**

In the absence of an appropriate appraisal of the surrounding area, the submission fails to adequately assess whether there are other more appropriate sites available for the development, in accordance with Paragraph 115 of the NPPF (February 2019) and Policy DMHB 21 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

The decision to REFUSE planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

**2 I53 Compulsory Informative (2)**

The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) 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.

- DMHB 11 Design of New Development
- DMHB 12 Streets and Public Realm
- DMHB 21 Telecommunications
- DMHB 14 Trees and Landscaping
- LPP 4.11 (2016) Encouraging a connected economy
- NPPF- 10 NPPF-10 2018 - Supporting high quality communications

**3 I71 LBH worked applicant in a positive & proactive (Refusing)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

We have however been unable to seek solutions to problems arising from the application as the principal of the proposal is clearly contrary to our statutory policies and negotiation could not overcome the reasons for refusal.

**3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site is located on the west of Station Road, in front of Nippon Express, an office/industrial unit and directly across from Monmouth Road and no. 237 Station Road. The application site is located on the side of the pedestrian footpath adjacent to the existing fence of the neighbouring property. There is a bus stop just south-west to the proposed location of the equipment.

North of the site, is commercial/industrial in nature comprising large warehouse units that are approximately 14m in height. On the south and east of the site, it mainly consists of 2-storeys high semi-detached residential dwellings. It should be noted that there is an existing wide strip of grass verge with trees along the east side of Station Road that provides separation from the highway to the residential area.

### **3.2 Proposed Scheme**

This application seeks to install a new 18m Phase 8 Monopole C/W wraparound cabinet at base and associated ancillary works. The proposal includes 3 housing cabinets.

The proposed cabinet dimensions:

- 600mm (W) x 520mm (D) x 1585mm (H)
  - 600mm (W) x 480mm (D) x 1200mm (H)
  - 1900mm (W) x 600mm (D) x 1752mm (H)
  - 1800mm (W) x 750mm (D) x 1600mm (H) cabinet with 18m monopole
- (Total volume of housing equipment = 4.99 cubic metres)

Material:

Monopole - Phase 8 galvanised pole with wraparound steel grey cabinet  
Equipment Housing - Steel, Grey

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

No planning history relevant to the application.

It should be noted that a similar application under planning reference 72544/APP/2017/295 was refused 03-03-17 for the installation of a 15m high streetworks style telecommunications monopole and ancillary works. This site is 34.5m from the application site and was refused on grounds that the proposal would increase street clutter resulting in a detrimental impact on the character and appearance of the street scene and surrounding area, and fails to adequately investigate alternative locations.

## **4. Planning Policies and Standards**

Policy DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) states that telecommunication development will only be permitted where:

- i) it is sited and designed to minimise their visual impact;
- ii) it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area;
- iii) it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings;
- iv) there is no adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, Conservation Areas or buildings of architectural or historic interest; and
- v) it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

Chapter 10 of the National Planning Policy Framework (2019) stresses the importance of advanced, high quality and reliable communications infrastructure and the role it plays in supporting sustainable economic growth. It goes on to advise that the aim should be to keep the numbers of radio and telecommunications masts and sites to a minimum, consistent with the efficient operation of the network and that existing masts and sites should be used unless there is a demonstrable need for a new site.

The aim of this application is to provide 5G network and improve coverage and capacity for one operator, Hutchison 3G UK Limited (H3G) in the area. The supplementary information has indicated that a total of 8 sites has been examined with 3 potential sites and the remaining 5 sites being discounted for the following reasons:

- Close proximity to an existing H3G cell and options closer to the nominal available
- Options being available closer to the nominal
- Potential "clipping" and coverage blockage from the Asda building to the rear
- Better sites available which do not impact on residential areas
- Better sites available which do not impact on residential areas and limited space to house the H3G equipment.

It should be noted that the site search undertaken is along Station Road, Redmead Road and Dawley Road which borders around the existing commercial/industrial area. However, there is no evidence that the area within the commercial/industrial area of Millington Road has been investigated by the applicant which is considered to have less impact on residential dwellings than the application site. As such, the proposal has failed to adequately investigate alternative solutions for a monopole location.

A signed Declaration of Conformity has been provided as part of this submission.

### **Local Plan Designation and London Plan**

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 21 Telecommunications

DMHB 14 Trees and Landscaping

LPP 4.11 (2016) Encouraging a connected economy

NPPF- 10 NPPF-10 2018 - Supporting high quality communications

### **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **18th August 2020**

**5.2** Site Notice Expiry Date:- Not applicable

### **6. Consultations**

#### **External Consultees**

A site notice was displayed adjacent to the application site. All consultation expires on 24th August 2020. A total of 52 neighbouring owners/occupiers have been consulted.

One objection has been received objecting on the grounds of radiation emission and the fact that there must be more suitable sites than that proposed.

Two ward councillor objections have been received and raised the following concerns:

- We have no evidence placing this mast in this location achieves the policy of minimising the number of masts under NPPF Section 113.
- At present there is no mast in this location and these masts are unsightly so adding a mast does not seem to comply with the above policy.
- We have 4G masts already covering the area so why is one of these locations not being used ?
- I have received objections from residents in the Ward and they draw attention to the loss of visual amenity if you live near this proposed location.
- The residents also suggest that in the event we need an extra mast, and as I have pointed out that needs justification, then the Mast should be located in the Industrial estate or even near Bourne roundabout where a mast I believe is in use. This is using the principle we minimise the number of masts and utilise the current locations.
- We also have to be more concerned at the distance between residents' homes and the new 5G radiation. 5G radiation although not at an energy level that would cause ionisation is significantly higher than 4G.
- We wish to protect the already highly polluted area from any more health hazards

A petition with 20 signatures have been received stating that the application should be refused for the following reasons:

- The applicants site search has not considered any of the industrial/business area of Millington Road which is less visually obtrusive and a better location for such a mast. Land ownership should not preclude the search of this area to find a more preferable site;
- As per 70604/APP/2015/360 which was refused on multiple grounds, this site is equally restricted and should therefore be refused on the same grounds.

#### HEATHROW AERODROME SAFEGUARDING:

We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

However, we would like to make the following observation:

#### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

#### CADENT GAS:

Searches based on your enquiry have identified that there is no record of apparatus in the immediate vicinity of your enquiry.

Cadent and National Grid therefore have no objection to these proposed activities.

#### NATS:

No comments have been received at the time this report was written.

## Internal Consultees

HIGHWAYS OFFICER:

This is an application for a monopole and related equipment on footway along Station Road, Hayes. The proposed location is near the signalised junction with Millington Road where double yellow line parking restrictions are in place. The equipment is to be located at the back of the footway in line with other street furniture including a bus shelter, leaving adequate footway space for pedestrians. The limited service and maintenance requirements would not be able to be undertaken directly by the equipment but there are other parking opportunities in the surrounding area such as Bedwell Gardens opposite the proposed site. There are no highway objections to this proposal.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

Schedule 2, Part 16 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states:

Permitted development

A. Development by or on behalf of an electronic communications code operator for the purpose of the operator's electronic communications network in, on, over or under land controlled by that operator or in accordance with the electronic communications code, consisting of -

- (a) the installation, alteration or replacement of any electronic communications apparatus,
- (b) the use of land in an emergency for a period not exceeding 6 months to station and operate moveable electronic communications apparatus required for the replacement of unserviceable electronic communications apparatus, including the provision of moveable structures on the land for the purposes of that use, or
- (c) development ancillary to radio equipment housing.

Development not permitted: ground-based apparatus

A.1 - (1) Development consisting of the installation, alteration or replacement of electronic communications apparatus (other than on a building) is not permitted by Class A(a) if:

- (a) in the case of the installation of electronic communications apparatus (other than a mast), the apparatus, excluding any antenna, would exceed a height of 15 metres above ground level;
- (b) in the case of the alteration or replacement of electronic communications apparatus (other than a mast) that is already installed, the apparatus, excluding any antenna, would when altered or replaced exceed the height of the existing apparatus or a height of 15 metres above ground level, whichever is the greater;
- (c) in the case of the installation of a mast, the mast, excluding any antenna, would exceed a height of:
  - (i) 25 metres above ground level on unprotected land; or
  - (ii) 20 metres above ground level on article 2(3) land or land which is on a highway; or
- (d) in the case of the alteration or replacement of a mast, the mast, excluding any antenna, would when altered or replaced;
  - (i) exceed the greater of the height of the existing mast or a height of:
    - (aa) 25 metres above ground level on unprotected land; or
    - (bb) 20 metres above ground level on article 2(3) land or land which is on a highway; or
  - (ii) together with any antenna support structures on the mast, exceed the width of the existing mast and any antenna support structures on it by more than one third, at any

given height.

Case Officer's Comments:

The proposed monopole is 18m and is not located within article 2(3) land or land which is on highway. As such, it is in accordance with Condition A.1 - (1)(c)(i) of Schedule 2, Part 16 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Development not permitted: radio equipment housing

(9) Development consisting of the installation, alteration or replacement of radio equipment housing is not permitted by Class A(a) if:

(a) the development is not ancillary to the use of any other electronic communications apparatus;

(b) the cumulative volume of such development would exceed 90 cubic metres or, if located on the roof of a building, the cumulative volume of such development would exceed 30 cubic metres; or

(c) on any article 2(3) land, or on any land which is, or is within, a site of special scientific interest, any single development would exceed 2.5 cubic metres, unless the development is carried out in an emergency.

Case Officer's Comments:

The total accumulative radio equipment housing would be 4.99 cubic metres, therefore the proposal is in accord with Condition A.1 - (9)(b) of Schedule 2, Part 16 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

#### **7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

#### **7.04 Airport safeguarding**

Policy DMAV 1 of The Local Plan: Part 2 - Development Management Policies (2020) states that proposals that may be hazard to aircraft safety will not be permitted.

The application site is located within 2km of Heathrow airfield. Heathrow Aerodrome Safeguarding Airside Operations have been consult and no objections has been raised subject to an informative. No response from NATS have been received at the time this report was written.

#### **7.05 Impact on the green belt**

Not applicable to this application.

#### **7.07 Impact on the character & appearance of the area**

Policy DMHB 11 of the The Local Plan: Part 2 - Development Management Policies (2020) states that all development, will be required to be designed to the highest quality standards and, incorporate principles of good design including: harmonising with the local context by taking into account the surrounding scale of development, considering the height, mass and bulk of adjacent structures; local topography, views both from and to the site; impact on neighbouring open spaces and their environment; and ensuring the use of high quality building materials and finishes.

Policy DMHB 12 of the The Local Plan: Part 2 - Development Management Policies

(2020) states that development should be well integrated with the surrounding area and accessible. It should: i) improve legibility and promote routes and wayfinding between the development and local amenities; ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area; iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space; iv) provide safe and direct pedestrian and cycle movement through the space; v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard; vi) where appropriate, include the installation of public art; and vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

Policy DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) states that Telecommunication development will only be permitted where: i) it is sited and designed to minimise their visual impact; ii) it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area; iii) it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings; iv) there is no adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, Conservation Areas or buildings of architectural or historic interest; and v) it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

The application site is located on the fringe of an area with mainly commercial/industrial units, including ASDA, commercial warehouse units as well as 5 storeys high office buildings and car parking on the north. On the south and the east side, it mainly comprises of 2-storeys high residential dwellings. As noted previously, no investigation of a site search within the existing commercial/industrial area has been undertaken.

The site is set back from the highway, however it remains fairly exposed and is therefore highly visible when viewed from the immediate street scene and the surrounding area. The proposed 18m high telecommunications mast would appear as a prominent feature on Station Road and would have a detrimental impact on the openness, character and appearance of the street scene. In addition, due to the open nature and high visibility of the site, the proposed telecommunications installation would appear as an incongruous addition to the neighbourhood.

There is currently no street furniture of this size and height. When compared to the adjacent roof levels, light pole and the streetscene, the 18m high monopole will appear unduly dominant and intrusive. The overall height would be significantly over and above the surrounding area.

Whilst the mast is to provide 5G services and to improve capacity and coverage of existing services, the proposal will add undue clutter to the streetscene which will have a significant negative impact on the visual amenity of adjacent residents and to the area in general. It would harm the character and appearance of the street scene and as such, the proposal is contrary to Policy BE1 of The Local Plan: Part 1 - Strategic Policies (2012) and Policies DMHB 11, DMHB 12 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020).

## **7.08 Impact on neighbours**

Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020) seeks to ensure that developments do not adversely impact on the amenity of adjacent properties, and seeks to protect outlook for residents, defined as the visual amenity enjoyed by occupants when looking out of their windows.

The closest residential dwellings is 29m located on the opposite side of Station Road. Due to its proximity, size and overall height of the equipment, the proposal would be highly visible and intrusive to the immediate adjacent residents and surrounding area in general. The location of the site is fairly exposed, therefore would appear unduly dominant and intrusive. As such, the proposal would severely impact the outlook of the existing residents and therefore fails to accord with Policy DMHB 11 of The Local Plan: Part 2 - Development Management Policies (2020).

**7.09 Living conditions for future occupiers**

Not applicable to this application.

**7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The Council's Highway's Officer has commented on this application and no objections has been raised. The site is located on the side of an existing pedestrian footpath therefore will not impact on the pedestrian or highways safety.

**7.11 Urban design, access and security**

Refer to Section 7.07 of this 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**

The site is located on existing public footpath and therefore, would unlikely to impact trees, landscaping and ecology in the area.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Not applicable to this application.

**7.18 Noise or Air Quality Issues**

Not applicable to this application.

**7.19 Comments on Public Consultations**

Refer to Section 6.1 of this report.

**7.20 Planning obligations**

Not applicable to this application.

**7.21 Expediency of enforcement action**

Not applicable to this application.

**7.22 Other Issues**

HEALTH:

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commission for Non Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice, there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

**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**

Not applicable to this application.

### **10. CONCLUSION**

This application seeks prior approval for a telecommunication installation under Schedule 2, Part 16 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended). The proposal is for the installation of a 18m Phase 8 Monopole C/W wraparound cabinet at base, 3 cabinets and associated ancillary works. The purpose of the proposal is to provide 5G network and improve coverage and capacity for Hutchison 3G UK Limited (H3G) in the area.

The proposal is considered to be an obtrusive form of development which would add visual clutter to the street scene and the wide central reservation that runs down Station Road. The proposal would not harmonise with the character of the area and would be detrimental to local visual amenities. It is also considered that the proposal has not fully investigated alternative sites within the immediate and surrounding area. As such, it fails to comply with Policies DMHB 11 and DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) and the National Planning Policy Framework (2019).

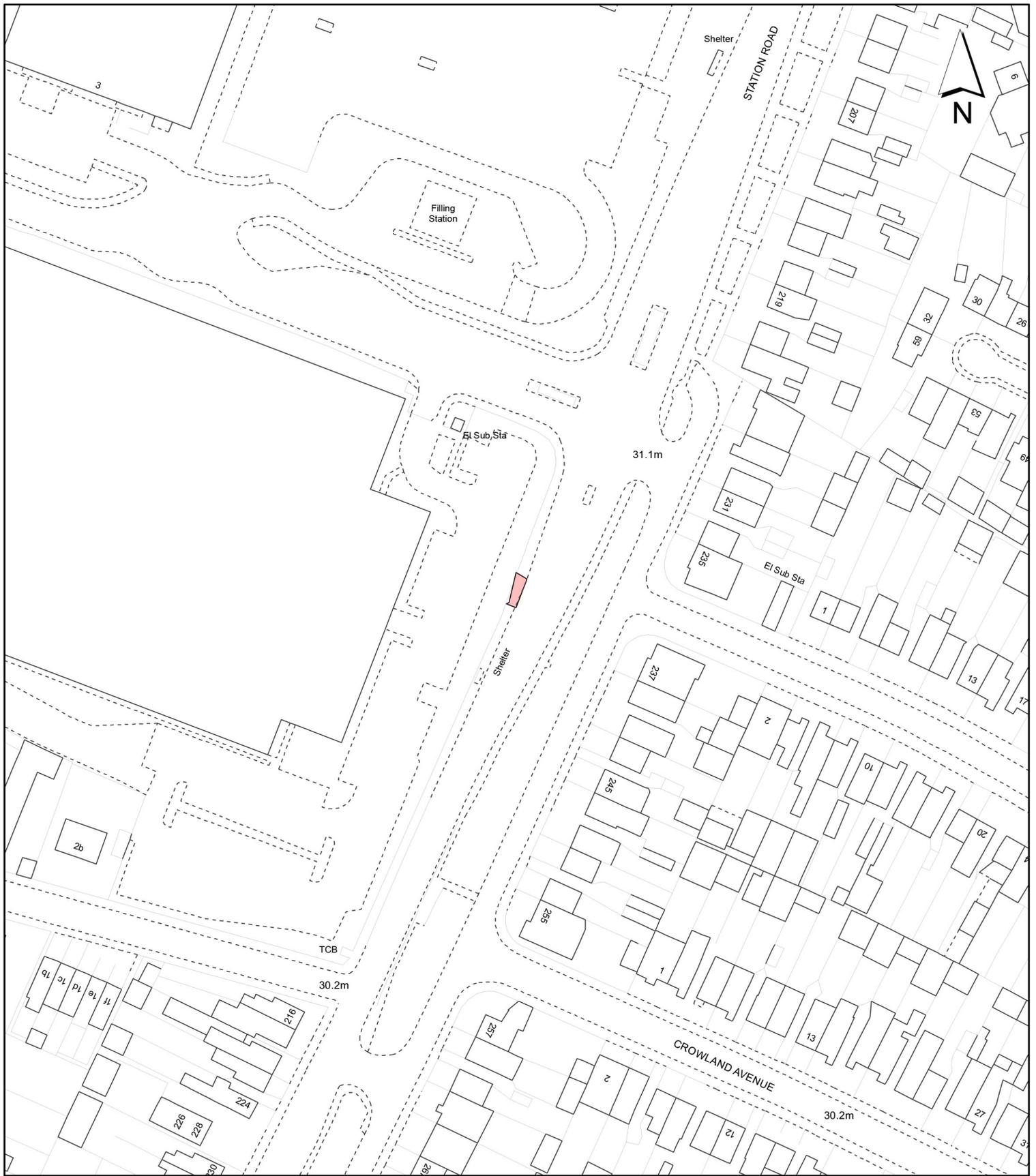
It is recommended that prior approval be required and that permission be refused.

## **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)  
The London Plan (2016)  
National Planning Policy Framework (2019)  
The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

**Contact Officer:** Rebecca Lo

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Land Opposite 237 Station Road**

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

Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:  
**75743/APP/2020/2277**

Scale:  
**1:1,250**

Planning Committee:  
**Central & South**

Date:  
**Sept 2020**



**HILLINGDON**  
 LONDON