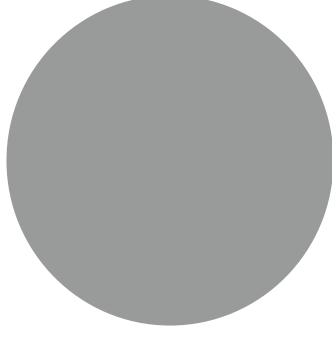
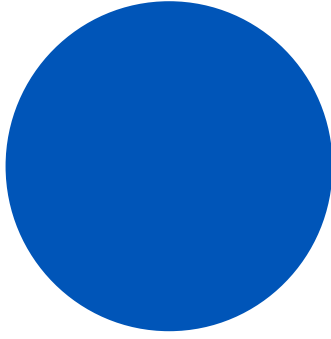




Quattro UK Ltd
Quattro, Southall Lane, Southall, UB2 5XJ

Design and Access Statement

AUGUST 2020



Firstplan Ref: VW/JC/16011

Date: August 2020

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SECTION 1: INTRODUCTION

This design and access statement (DAS) has been prepared by Firstplan Ltd on behalf of Quattro UK Ltd to accompany a planning application at Land forming part of the Former Western International Market, Southall Lane, Hayes, 'the site'.

The statement supports a full planning application for:

"Erection of construction and demolition waste recycling facility, concrete batching plant and associated weighbridge, weighbridge office, site office and welfare facilities, storage bays, substation, car and HGV parking and other ancillary structures, and use of land for fleet parking (works applied for retrospectively). Consent sought for temporary period ending 21 December 2027"

This application is made following the grant of planning permission under application ref: 01032/E/P44 dated 18 January 2018 for substantially the same form of development and comprising similarly a concrete batching plant and construction and demolition waste recycling facility. This permission is hereon referred to within this statement as the '2018 scheme'.

For the reasons detailed in the accompanying Planning Statement, and principally relating to the reduction in the available developable site area, alterations have been made to the 2018 scheme at build out stage. Further to discussions with London Borough of Hounslow (LBH) and for operational reasons – the built out scheme has been further reviewed and additional works have been proposed to further enclose/clad elements of the scheme, provide additional boundary treatment and relocate certain facilities. These works had been expected to be completed prior to the

submission of this application – but have been held up by the impact of Covid -19 Coronavirus and restrictions this has placed on site working. However, the application has been made and considered in this DAS on the basis that all works as detailed on the submitted application drawings will be fully built out.

In terms of design considerations, the key changes relate to the relocation/reconfiguration of structures and addition of number of new structures/boundary treatment. Albeit all of these changes are entirely in keeping with the size, scale and form of development as previously approved and the design considerations/principles of the original scheme. The substation previously approved under application ref: 01032/E/P46 has also been detailed for completeness.

On the basis that there has been a previous and relatively recent approval for a very similar form of development at this site, this Design and Access Statement primarily considers the changes from the approved scheme and assesses those in the context of design and access considerations.

The statement should be read in conjunction with the planning drawings and accompanying technical assessments and reports as set out below for reference:

Application Drawings prepared by Marks Heeley

- Site Location Plan (ref: H11930-S1A)
- Site Block Plan (ref: H11930-S2B)
- Existing / Approved Site Location Plan (ref: H11930-10)
- Existing / Approved Site Layout Plan (ref: H11930-11F)

- Existing / Approved Recycling Plant Elevations (ref: H11930-12A)
- Existing / Approved Batching Plant and Aggregate Bay Elevations (ref: H11930-13A)
- Existing / Approved Office and Ancillary Structures Plan and Elevation (ref: H11930-14A)
- Existing / Approved Recycling Plant Layout (ref: H11930-100C)
- Existing / Approved Drainage Scheme (ref: H11930-01A)
- Proposed Site Layout Plan (ref: H11930-11R)
- Proposed Recycling Plant Elevations (ref: H11930-12K)
- Proposed Recycling Plant/Stock Bays (ref: H11930-12.1G)
- Proposed Batching Plant Plan (ref: H11930-13.1J)
- Proposed Batching Plant Elevations (ref: H11930-13.2D)
- Proposed Aggregate Bays Plan/Elevations (ref: H11930-13.3E)
- Proposed Office/Ancillary Structures (ref: H11930-14G)
- Proposed Recycling Plant Plan (ref: H11930-100M)
- Proposed Drainage Scheme (ref: H11930-01A)
- Proposed Boundary Treatment Plan (ref: H11930-PC1C)
- Proposed Cycle Parking Plan and Detail (ref: H11930-PC2C)
- Proposed Disabled Parking (ref: H11930-PC3G)
- Proposed Wheelwash Plan and Detail (ref: H11930-PC4D)
- Proposed Access Arrangements (ref: H11930-PC5F)
- Proposed Landscaping Plan (ref: H11930-PC7F)
- Proposed Electrical Substation/Switchroom (ref: H11930-200D)

Supporting Technical Reports

- | | | |
|-------------------------------------|---|------------|
| • Planning Statement | - | Firstplan |
| • Transport Assessment | - | iTransport |
| • Vehicle Routing Plan | - | iTransport |
| • Service Management Plan | - | iTransport |
| • Car Park Management Plan | - | iTransport |
| • Acoustic Technical Report | - | MLM |
| • Sustainability / Energy Statement | - | Envision |
| • Air Quality Assessment | - | Ramboll |

- | | | |
|------------------------------|---|--------------|
| • Dust Management Plan | - | Ramboll |
| • Flood Risk Assessment | - | Ramboll |
| • Drainage Strategy | - | Marks Heeley |
| • Site Operational Statement | - | Waterman |

NOTE: the information submitted is based upon that previously required in support of the 2018 permission whilst also taking into account that required by condition following the grant of permission to provide a comprehensive submission.

NOTE: Part 3, Section 9(4) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 notes that waste related development does not require a design and access statement to be submitted as part of an application for planning permission. However, consistent with the approach taken with the 2018 scheme, Firstplan have prepared this design and access statement in support of this application, which for completeness includes reference to the waste recycling plant to provide a thorough overview of the development proposals in design and access terms.

The remainder of this statement is set out as follows:

- **Section 2:** details the site context, considering the site and how it relates to its surroundings.
- **Section 3:** provides an evaluation of the key site constraints and opportunities.
- **Section 4:** details the design evolution of the scheme including details of the proposed uses, size, scale, layout and appearance of the proposals.
- **Section 5:** details the site access arrangements including vehicular access for different elements of the scheme and pedestrian routes within the site.
- **Section 6:** sets out our conclusions.

SECTION 2: SITE DESCRIPTION AND CONTEXT

Description of site and surrounding area

The application site is substantially built out and accommodates the uses and structures granted planning permission in 2018 under application ref: 01032/E/P44. However, as detailed in the introduction and further at Section 3 of this DAS, subsequent to the grant of the 2018 permission the developable site area has been reduced which as has resulted in knock on impacts to the site layout and structures. The application site, as identified on Site Location Plan (Ref: H11930-S1A), totals 1.5 ha in size as compared to the larger 1.7 ha site area available with the 2018 permission.

As indicated on the aerial image at Figure 1, the application site is largely rectangular in shape and has been substantially built out. Figure 1 shows the site during the course of construction. Photographs of the main site structures including the concrete batching plant to the north west corner, waste recycling facility to the north east corner and offices to the southern half of the site are provided at Section 4 (Design Considerations).

In terms of the surrounding area, the site is bounded to the east by Southall Lane and separated by an earth bund with a number of mature trees running along the full extent of the eastern boundary. This has been retained in full within the development as now built out. Beyond this are commercial offices, a large distribution warehouse and golf course.

The main site access road forms the southern boundary of the site and beyond this, an undeveloped open space designated as MOL comprising grassland and scrub with a pond. A new pedestrian access route from Southall Lane into the south-eastern corner of the site is now in place.

Immediately to the north of the site is a largescale Costco Wholesale warehouse and associated car park. To the west of Costco is a large-scale data centre building and further free standing commercial/retail units facing onto the Hayes Road. On the northern side of Hayes Road are a range of further industrial/commercial and retail uses including Toys R Us, a MOT Centre, and Builders Merchants. Beyond which lies the Grand Union Canal.

To the immediate west of the application site is the recently constructed Hounslow Household Waste Recycling Facility. This principally comprises a materials handling facility (97m L x 43m W x 12m H), an office building (27m L x 15m W x 4m H) and vehicle workshop (20m L x 11m W 8.5m H). These provide a context to the site of large scale industrial type buildings.

To the west of Household Waste Facility is the Western International Market redevelopment comprising of a number of similarly large-scale buildings and associated car parking areas.



Figure 1: Aerial image of application site during the course of construction.

Figure 2 provides an annotated aerial view of the site/surrounding area.



Figure 2: Annotated Aerial View of Site (indicted by red line) and Surrounding Uses

SECTION 3: SITE EVALUATION

The DAS for the original 2018 scheme identified a number of key constraints and opportunities which underpinned the evaluation, consideration and development of the application site and previous proposals. The majority of these remain the same for the amended proposals and are detailed below together with further commentary where anything has changed:

- **Scale and Form of permitted 2018 Scheme** – The principles established by the scheme permitted in 2018 are key to the consideration of the revised scheme as now largely built out and retrospectively applied for. The scale and bulk of development (particularly for the operational elements) has sought to reflect that previously approved – with the changes relating principally to location of site structures and the addition of a small number of new structures and additional boundary treatment.
- **Size and form of the site** – The application site comprises a rectangular shaped parcel of land with a fixed site area of 1.5ha. This differs from the larger 1.7ha of available area as per the 2018 scheme. Reduction in site area is due to loss of 17m to the western boundary. There is also a further loss of operational site area of 10m from the eastern site boundary to enable retention of the existing landscaping.
- **Traffic and Highways** – It remains the case that site is well served by access from Southall Lane and the nearby junction 3 of the M4. The access is shared with the adjoining Hounslow House Waste Recycling Facility and cannot be altered.

- **Air Quality and Surrounding Uses** – Despite the predominantly commercial / industrial nature of the area, as was previously the case consideration has been given to the Hounslow Waste Recycling Centre, west of the site, in addition to the operations of both Costco and the Data Centre building to the north.
- **Noise** – The site is not located next to, nor in close proximity to, any nearby noise sensitive receptors. However, again as was previously the case regard has been had to the adjoining/nearby commercial uses (Costco/Data Centre).
- **Flood Risk** – The site is not located within an area at risk of flooding.
- **MOL** – The open land situated immediately to the south of the application site beyond the access road is designated as metropolitan open land and therefore due regard has been paid towards protection of its openness. Albeit, proposals are coming forward for the extraction of land and there is potential the designation as MOL may be removed to enable future industrial development.
- **Fowl sewer** – A full width, 8m deep easement zone north of the site is required to remain clear of development in light of a future fowl sewer installation.
- **Ecology and Trees** – There is an earth bund and several trees located on the Eastern Southall Lane boundary of the application site. Having re-evaluated the site layout from the 2018 scheme, a 10m strip of land have been kept clear to retain the landscaping both for screening benefits and greater separation from Southall Lane.

- **Site Levels** – The application site as a whole, sits at a somewhat lower level when viewed from the Southall Lane street scene.
- **Scale and form of adjoining permitted waste depot development** – The neighbouring site has recently been developed for a household waste depot (ref: P/2016/0685). The development comprises a large materials handling facility, vehicle workshop, and welfare offices with the main development bulk predominantly located to the north of the site.
- **Temporary Permission** – The application seeks planning permission for a temporary period until 21.12.2027 and as such the scale and nature of the proposed facility is aligned with this temporary use.

SECTION 4: DESIGN CONSIDERATIONS

The following section considers the proposals in the context of design, use, amount / scale, layout and landscaping and in the context of the principles established by the approved 2018 scheme.

[Previously Approved Development \(ref: 01032/E/P44\)](#)

In design terms, it is entirely relevant that the nature of structures proposed have already been considered in detail as part of the site's existing consent and considered to be acceptable in terms of design, scale and appearance.

The approved scheme was developed on the basis of comprehensive site evaluation and design process which also took into account the following inputs:

- Operational requirements for the site, and operational experience of operator;
- Advice from officers at Hounslow Borough Council;
- Advice from specialist consultants; and
- Planning policy guidance at National, Regional and Local Level.

During the course of the original application being considered the area available for development within the red-line was altered due to a 14m wide strip of land along the western boundary needing to be retained by London Borough of Hounslow for their Household Waste Facility.

Appropriate amendments to the layout were made to the scheme with that strip of land left clear under the plans approved in January 2018.

At detailed design stage and post permission being granted, a further 3m strip of land along the full extent of the western boundary was also found to also not be available (in addition to the 14m already lost). This 3m strip has now been omitted from the new red-line boundary and has reduced the developable area of the site from that previously approved. In addition, whilst not affecting the red-line boundary, but affecting the developable site area, at detailed design stage the 10m wide strip of land on the northern half of the eastern boundary (with Southall Lane) was retained as an existing vegetated/treed area principally for screening purpose. This was considered an improvement on the approved scheme.

The loss of developable site area on both the eastern and western boundary of the site have largely driven the need to amend the site layout and structures during build out.

An overview of the key changes in comparison to the approved scheme have been set out below and Figures 3-13 compare the approved site layout against that now proposed.

Key Changes from Approved Site Layout and Structures

- 10m wide strip of land on the eastern boundary (boundary with Southall Lane) retained as an existing vegetated / treed area for landscaping / screening / separation purposes. As a result:
- End-of line building relocated 10 m to west, and recycling plant (picking station) and end of line building reduced in length from 47 m to 28 m
- End of Line building extended along eastern boundary by addition of enclosed recycled material stock bays. Length 25m, height 7m at

- eastern boundary (rear), 7.4m on western elevation (front), and replacing 12m long, 3.5m high sleeper/steel wall previously proposed in this location.
- Building for incoming waste relocated 9 m to west and re-orientated so entrance faces east (rather than south).
- CBP relocated 11m to west,
- Relocation and addition of aggregate storage bays.
- New 5m high concrete wall with 2m metal sheeting above with cranked canopy to eastern boundary. 5 m high concrete wall and automated sprinkler system to extend centrally into the site from the eastern boundary
- Weighbridge office relocated from centre of weighbridge to east of weighbridge and raised up on stilts.
- New low-level site security offices provided to southern boundary between welfare office building and internal site access
- Amendments to car and HGV parking layout, including reduction of car parking spaces from 37 to 26 and reduction in HGV parking spaces from 36 to 25.
- Amendments to pedestrian walking routes and provision of new pedestrian access point to south-eastern corner of site.

These are minor incremental changes and follow the overall layout, form, function, scale and design of the approved scheme.

Approved 2018 Scheme v Revised Application Proposals:
Site Layout

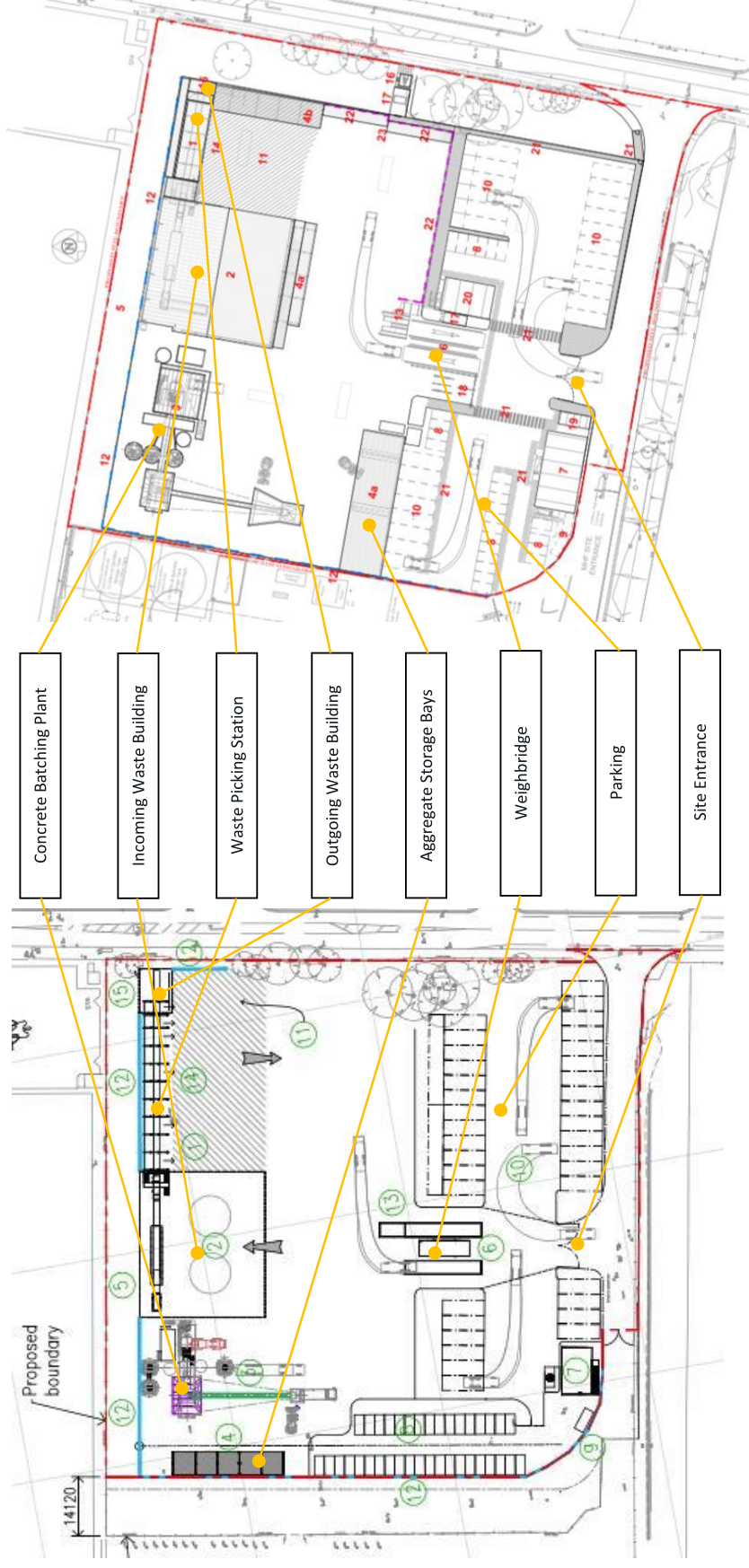


Figure 3: Approved Site Layout Plan (ref: H11930-11F)

Figure 4: Proposed Site Layout Plan (ref: H11930-11R)

Approved 2018 Scheme v Revised Application Proposals:
Concrete Batching Plant

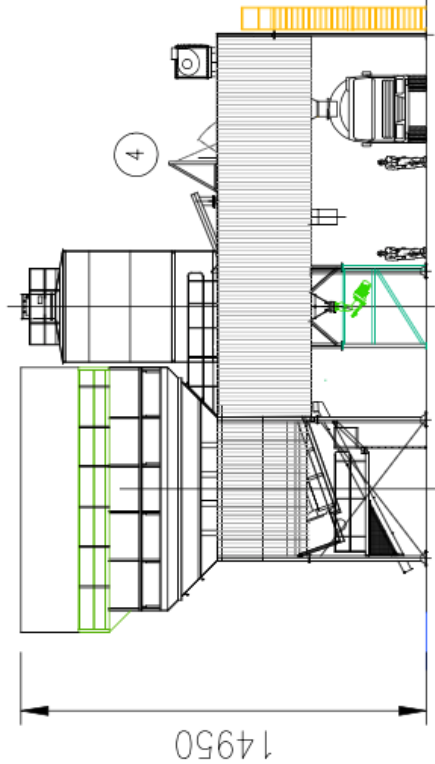


Figure 5: Extract of (ref: H11930-13A) demonstrating approved concrete batching plant design (South Elevation).

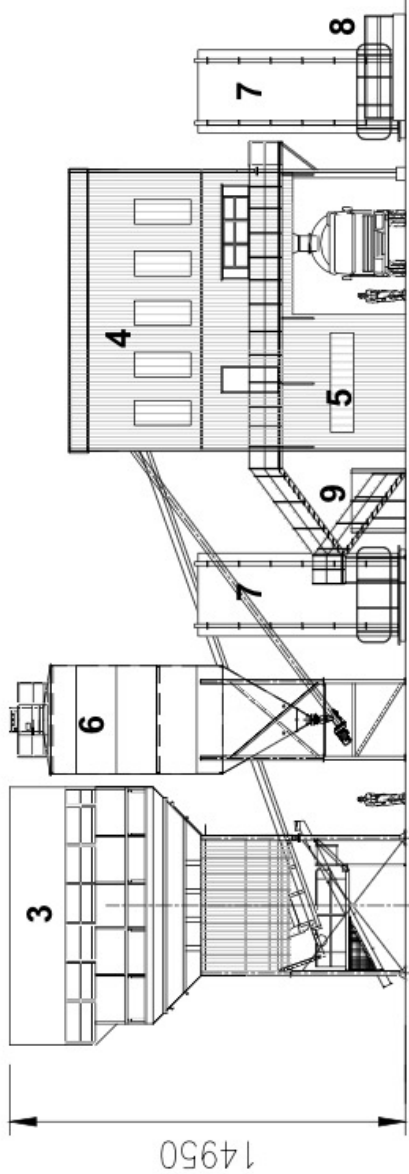


Figure 6: Extract of (ref: H11930-13.2D) demonstrating proposed concrete batching plant design (South Elevation).



Figure 7: Photo of existing concrete batching plant (south elevation).

Approved 2018 Scheme v Revised Application Proposals:
Waste Recycling Facility

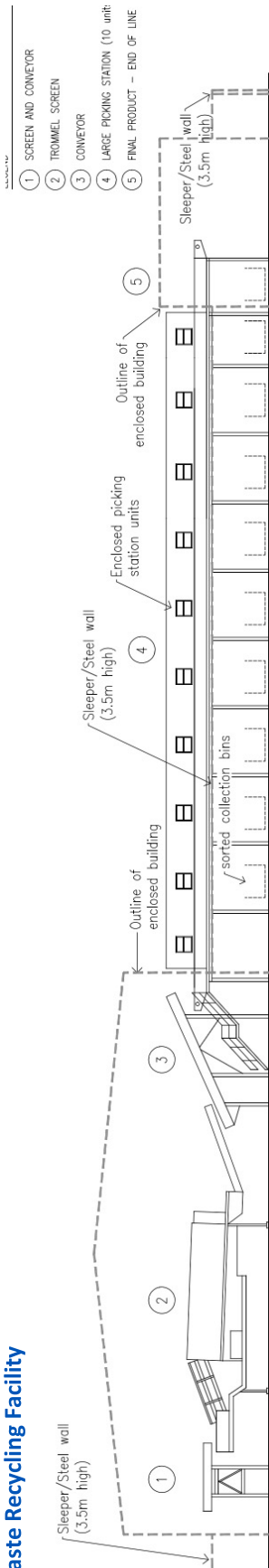


Figure 8: Extract of (ref: H11930-12A) demonstrating approved waste recycling plant design (South Elevation).

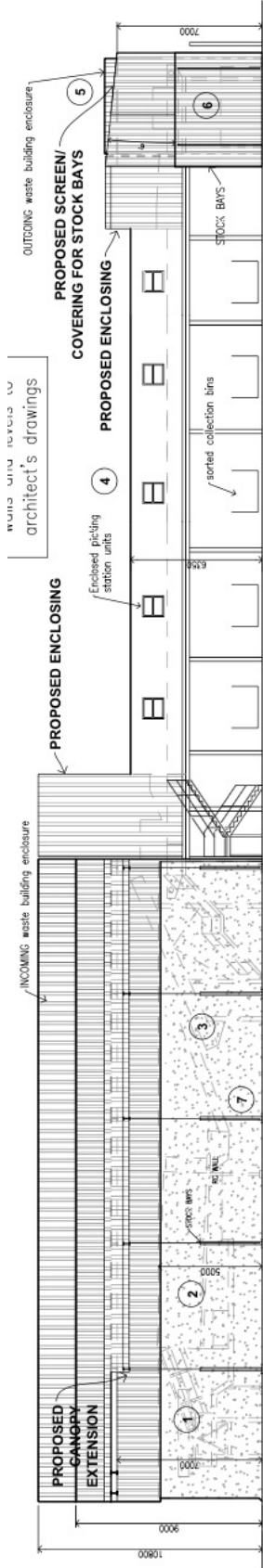


Figure 9: Extract of (ref: H11930-12.1K) demonstrating proposed waste recycling plant design (South Elevation).

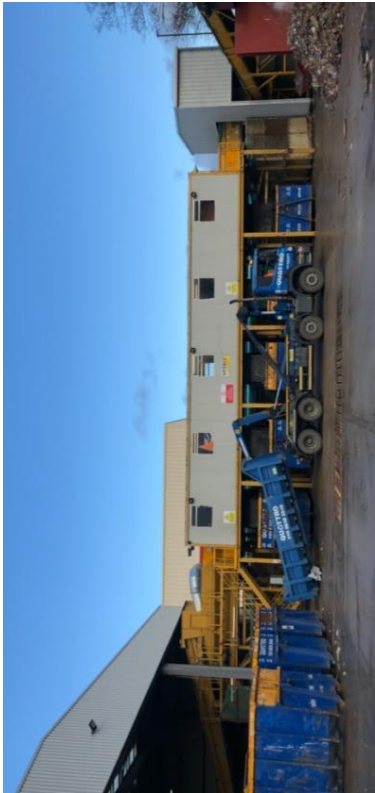


Figure 10: Site photograph of existing waste recycling plant (South Elevation).

Approved 2018 Scheme v Revised Application Proposals:
Weighbridge Office and Welfare / Office Buildings

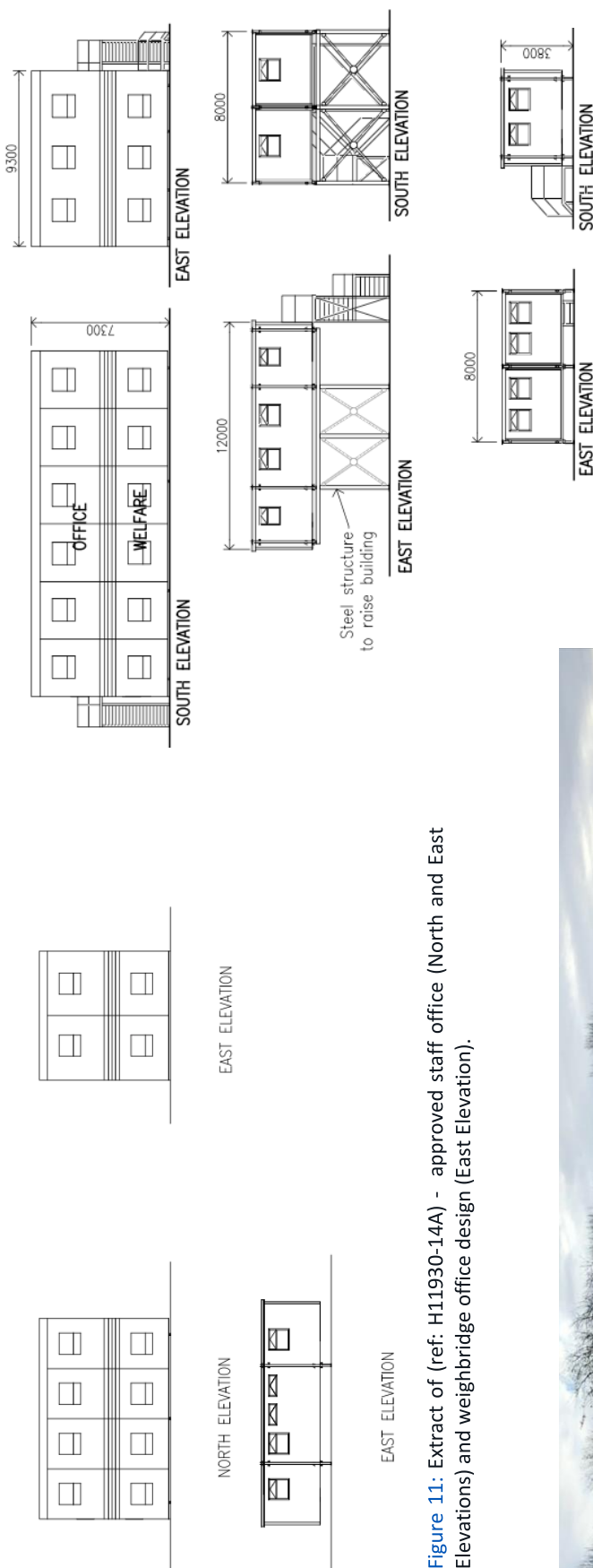


Figure 11: Extract of (ref: H11930-14A) - approved staff office (North and East Elevations) and weighbridge office design (East Elevation).



Figure 12: Site photograph of existing staff and weighbridge offices (Note: Offices to rear of photo to be relocated to southern boundary and weighbridge offices to be raised on stilts and relocated adjacent weighbridge)

Figure 13: Extract of (ref: H11930-14G) - proposed welfare office (top), weighbridge office (middle) and Security Office (bottom).

Use

The proposals are for exactly the same use as approved by the 2018 scheme. A concrete batching and waste recycling facility for construction and demolition (C&D) waste with associated facilities and parking. The use is similarly for a temporary period only. Planning permission is sought for a further temporary period of operation until 21 December 2027. This has been agreed with site owners, Hounslow Council property team, who confirm there are no short or medium term plans for the site for its allocated apportioned waste use, thereby allowing continued occupation of the site by Quattro for an extended period in the interim.

The extended temporary operation will therefore continue to safeguard the Council's long-term allocation for the site as a waste facility for apportioned waste.

It was noted in the committee report of 01032/E/P44 that:

“Whereas it is acknowledged that the site is allocated for the processing of other forms of waste it is considered that the current proposal would not compromise the long - term aims and objectives of the West London Waste Plan”

As was the case with the previously permitted scheme, the proposals will not prejudice the allocation of the site, and the use for waste and industrial purposes is considered to be acceptable both in terms of policy (on a temporary basis) and in terms of site context/receptors.

Amount and Scale

The application proposal seeks continued operation of the existing facility for a further temporary period. Accordingly, the proposed scheme will utilise the same general site (site area reduced from 1.7ha to 1.5ha) and incorporate the same type of structures and facilities as previously approved.

However, the proposed scheme does include changes to the site layout in addition to minor alterations to the scale and arrangement of site structures.

A comparison of principle structures as approved in comparison to that as proposed have been highlighted at figures 3-13 on pages 12-15 above.

Additional minor alterations include provision of a reception building, security office, switch rooms, additional site boundary screening and additional storage bays which are all appropriate ancillary buildings and structures of similar form and function to the development as approved.

In regard to the approved scheme it was confirmed in the officer's assessment that:

“The proposed structures would generally appear in scale with these neighbouring properties and on this basis would not dominate or detract from the area”

On the basis that the proposed changes to the existing structures do not result in any significant change to the scale of development across the site, both individually and cumulatively they are considered in keeping with the scale of development previously approved. The new structures are appropriate in number and scale, and all structures can be comfortably accommodated on site. The additional boundary treatment on the western side is considered to be a benefit providing full screening of the open/operational parts of the site from the public highway.

Layout

The approved and now proposed site layout are detailed on drawing refs: H11930-11F and H11930-11R and inset within this design and access statement at Figures 3 and 4 on page 12. The reasons for the changes to the layout have been confirmed.

The amended site layout incorporates the same general design approach in terms of locating the principle structures along the northern boundary adjacent to buildings of comparative scale and away from the designated MOL to the south. This includes the concrete batching plant being located to the north west corner, next to the incoming waste building, waste picking station and outgoing waste 'end of line' building in the north eastern corner. Due to reduction in overall site width these structures have however been reduced in length and the aggregate storage bays repositioned within the site.

The principle of positioning of parking, office / welfare areas to the southern half of the site and weighbridge / wheel wash located centrally have also been retained.

The incoming waste building has been rotated to face east rather than south. However, full boundary treatment along the eastern/Southall Lane boundary ensure that there is no visual perception of the activities within the waste building nor indeed now within the open operational area.

The proposed layout in all key terms reflects that of the previously approved scheme. Any deviations from the approved scheme relate only to the minor reconfiguration of facilities and structures within the overarching layout and all structures and facilities can continue to be comfortably accommodated on site.

Appearance and Materials

In terms of appearance, the application seeks retention of existing structures with all proposed alterations utilising the same materials and finishes. The structures replicate that of the approved scheme where, as noted within the officer's committee report to the 2018 permission, it was considered that:

"In terms of detailing the proposed buildings are functional in design, clearly designed to meet the facilities need. The lack of architectural merit is acknowledged, but given the temporary nature of the scheme, its proposed use and the appearance of neighbouring properties the proposal is considered to be acceptable in design terms.

There are a number of ancillary buildings around the site, including cycle stores, a weigh station with office and stock bays are considered to be sufficiently modest in size and sensitively located as to ensure they would not adversely impact the character of the area"

In the context of appearance and materials the following points apply equally to the previously approved scheme as they do to the now amended scheme and support the appropriateness of the design approach taken:

- Predominant structures in the surrounding area are large scale industrial, commercial and retail facilities – against which the proposals will be viewed.
- The plant and associated features are of an industrial appearance reflecting the nature and operation of the proposal.
- All of the main elements, including the conveyors, are enclosed.
- The proposals have an aesthetic simplicity and are uniform in appearance.
- In keeping with surrounding development, the plants are clad in steel plastisol profile metal cladding. The cement silos, storage tanks and aggregate storage bin will be constructed and finished in steel.
- The colour of the plant structures is Goosewing Grey. This is a low key, unobtrusive colour specifically selected for this reason.
- Ancillary structures comprising the weighbridge and office / welfare facilities are single or double height (maximum) and of porta-cabin type design – typically found on these type of development sites.

- The site is specifically safeguarded for apportioned waste uses. Inherent in that allocation is the expectation that the type of development which would come forward would be industrial in form, scale and appearance. Indeed, the adjoining Household Waste Recycling Facility (built on land with the same allocation) evidences this conclusion.

The proposals are considered acceptable in terms of design and appearance in the context of surrounding development and the temporary period in which they are sought.

It is relevant that Condition 2 imposed on the 2018 permission required the submission of details/samples of the materials to be used in the construction of the external surfaces of each respective structure. For the purposes of discharging this condition – details of materials were previously provided in the form of annotated stock images and approved by LBH under application ref: P/2018/0861. All structures erected to date conform with those details as discharged. Remaining elements to be built out will equally conform. This will ensure the site structures present a uniform and unobtrusive visual appearance to Southall Lane and surrounding areas.

These materials for the plant, silos, waste buildings and storage bays are tried and tested for these type of industrial plant and structures and are commonly used across the industry. This is on the basis that they meet operational requirements and are fit for purpose.

Figure 14 provides photos of the cladding material utilised. Other photos provided within this DAS further detail the materials utilised.

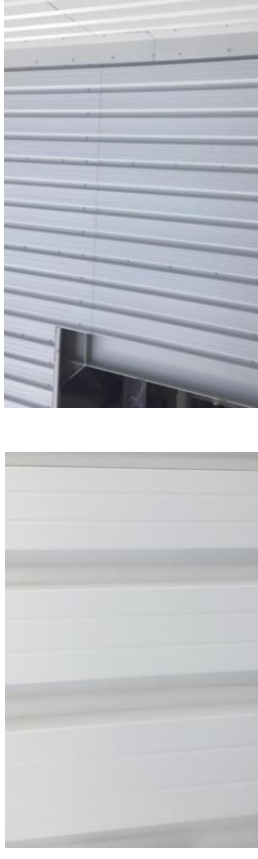


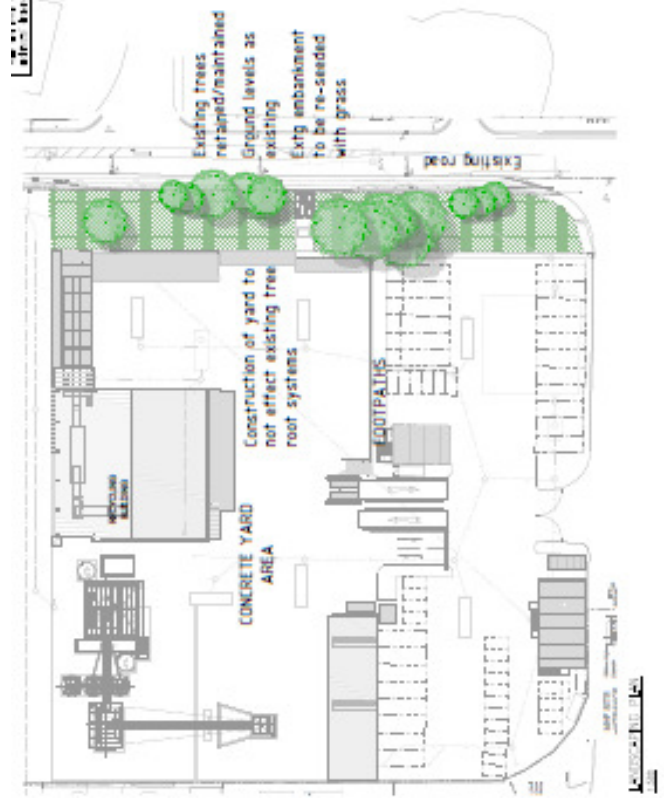
Figure 14: Plastisol coated steel profiled cladding

Landscaping

In terms of landscaping, as part of the current extant planning permission (ref: 01032/F/P44), the site was principally laid to concrete hardstanding as is required operationally. This will be maintained for operation of the site over the future temporary period sought.

A number of trees located along the eastern boundary with Southall Lane have been retained as required by the original permission. However, as part of the revised proposals a 10m clear zone between the operational site boundary and Southall Lane has been allowed for. This retains an area of existing bunding and is considered to be a visual improvement on the previously approved scheme. The Landscaping Plan Ref H11930-PC7 E is provided at Figure 15.

Figure 15: Extract from Landscaping Plan



SECTION 5: ACCESS CONSIDERATIONS

The application proposals relate to the continued temporary operation of the site jointly for concrete batching and waste management which has successfully taken place since permission was granted in January 2018. The concrete batching plant became operational in July 2018 and the waste recycling facility in September 2019.

The operation of the site is entirely consistent with the approved scheme. However minor alterations are proposed in relation to the site layout, parking and pedestrian access arrangements which are summarised below and fully considered in the accompanying Transport Statement prepared by i-transport.

Vehicular Access

Vehicular access arrangements to the site will not be altered. Access will continue to be available from Southall Lane which is shared with the adjacent Hounslow Waste Recycling Facility. Vehicular access to the site is therefore well established, and vehicles entering and exiting the site will have the character of vehicles associated with existing uses.

Public Transport

Public transport accessibility has likewise not changed. The nearest railway station is in Hayes and Harlington, approximately 1.4 km to the north west of the site. Use of car sharing and other means of transport will be encouraged, including by cycling and walking. There are two bus routes which operate along Southall Lane with bus stops in close proximity to the application site. Service 105 runs between Greenford Station and Heathrow Airport on a 7-11 minute frequency, Monday to Saturday and

on Sundays. Bus service H28 runs between Bulls Bridge and Osterley via Hounslow, and runs on a half hourly frequency Monday to Sunday.

Parking

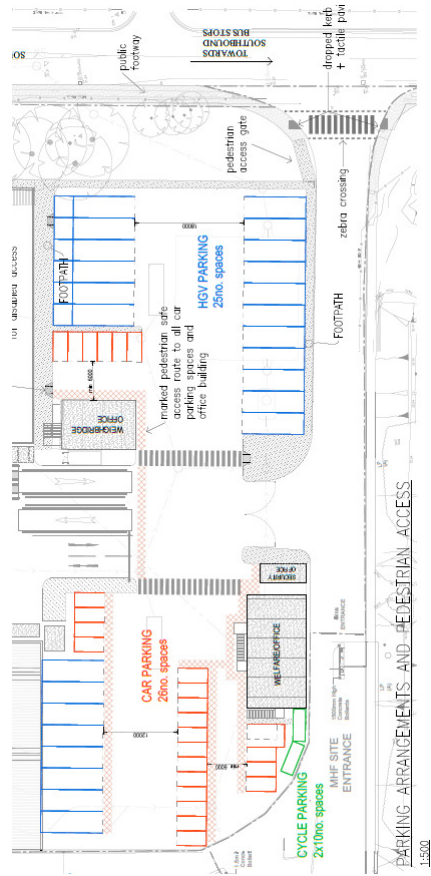
Appropriate levels of car and HGV parking will be provided as detailed on the proposed site layout plan. As a result of alterations to the site layout car parking spaces will be reduced from 37 to 26 and HGV parking reduced from 36 to 25 spaces.

Pedestrian and Cycle

The site benefits from a good quality pedestrian network and is well connected to cycle routes meaning there is a good potential for staff and visitors to arrive via walking and cycling methods. Within the site a dedicated pedestrian access has been provided from Southall Lane and an internal pedestrian access route. Ample bike storage has been provided on site in form of dedicated covered cycle shelters with space for 20 bikes and 1 space for larger adapted vehicles.

An extract of drawing ref: H11930-PC5 Rev F provided at Figure 16 details the parking and pedestrian access arrangements.

Figure 16: Extract from Access Arrangements Plan



SECTION 6: CONCLUSIONS

The proposals have been carefully considered having regard to the relevant policy context, the physical characteristics (opportunities and constraints) of the site and surrounding area, and the operational and functional needs of the proposed continuity of operations and of course having regard to the fact that the proposal is for a further temporary period only.

The proposed plant structures and associated facilities are of a scale, form, layout and appearance which are considered appropriate in this location and acceptable in design and visual appearance terms.

Appropriate access and parking arrangements have also been provided on site to support the proposed operation.

The design principles established and approved via the grant of permission for the 2018 scheme have been entirely reflected by the built structures now applied for. The relocation of structures and addition of a small number of new structures and additional boundary enclosure are not considered to give rise to any significant change to that previously approved.

Indeed, the additional boundary treatment on the eastern boundary and the pulling away of the built structures from Southall Lane with full retention of a wide landscaped area are considered to be an improvement to the previously approved scheme.

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