

Planning Statement

On behalf of
Orchard Street Investment
Management LLP

October 2018 (Revised)

Prepared by
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Stone Close, West Drayton

Contents

1.0	Introduction	1
2.0	Site assessment	2
3.0	Description of development proposals	7
4.0	Planning policy assessment	10
5.0	Conformity with planning policies	16
6.0	Summary and conclusions	25

Drawings

The following drawings are appended to this Planning Statement.

Site location	5206/001
Site identification	5206/002
Aerial photograph	5206/003
Site appraisal	5206/004
Photographic survey sheet	5206/005
Photograph sheet	5206/006
Local plan policies	5206/007

Architects Drawings

The following drawings prepared by Langley Hall Architects have been submitted with this application:

4435-PL-002-A Block plan
4435-PL-003-A Site plan - external works
4435-PL-004-A Block plan - showing operational parking
4435-PL-010 Ground floor plan
4435-PL-011 First floor plan
4435-PL-020-C Elevations
4435-PL-030-B Sections
4435-PL-031-B Site section
4435-PL-032-B Site section - design evolution
4435-PL-040 Existing site plan
4435-PL-041 Existing buildings - north building floor plans
4435-PL-042 Existing buildings - south building floor plans
4435-PL-043 Existing buildings - north building elevations and sections
4435-PL-044 Existing buildings - south building elevations and sections
Inspection Bay Building Drawing

Technical studies

The following reports are submitted with this planning application:

• Design and Access Statement	Langley Hall Architects
• Planning Statement	V&G
• Preliminary Ecological Appraisal	Ramboll
• Transport Assessment	RHDHV
• Travel Plan	RHDHV
• Preliminary Geo-Environmental Risk Assessment	Delta Simons
• Surface Water Drainage Strategy	Bradbrooks
• Flood Risk Assessment	Bradbrooks
• Air Quality Assessment	RHDHV
• Noise Impact Assessment	RHDHV
• Energy Strategy	Watkins Payne
• Overheating Risk Analysis	Watkins Payne
• Lighting Assessment	Mike Cousins

1.0 Introduction

- 1.1 Vincent and Gorbing has been commissioned by Orchard Street Investment Management LLP to prepare and submit a planning application for the re-development of a site at Stone Close, West Drayton. The application will be in full.
- 1.2 The site at 501 & 504 Stone Close contains two vacant industrial buildings, within an existing employment area. The buildings on the proposal site were previously occupied by Sipson Group Ltd, who undertook the maintenance and repairs of motor vehicles.
- 1.3 A proposed tenant for the site exists. However, what the applicant is seeking is a flexible planning permission for B1c/B2/B8 uses. The proposed tenant is seeking to use the site primarily for vehicle repairs and servicing.
- 1.4 A suite of technical work has been carried out on the site to assess the impact of any proposed development.
- 1.5 Section two of this statement sets out the site description and its context, and provides a summary of the technical investigations which have been carried out on the site.
- 1.6 The planning application proposals are described in section three, specifically; the amount, layout, scale, landscaping and appearance of the proposed development; and access.
- 1.7 Section four sets out the relevant planning policy context for the proposals.
- 1.8 Section five examines the conformity of the development proposals with the determining and relevant planning policies.
- 1.9 Section six sets out the summary and conclusion.

2.0 Site assessment

Site location

- 2.1 Stone Close is located within West Drayton, in a designated industrial area (**5206/001**). The site is 0.50 ha (1.23 acres).

Land ownership

- 2.2 The site is owned by Orchard Street Investment Management LLP.

Site definition

- 2.3 As shown on the site identification plan (**5206/002**) the site abuts to the:

- north, industrial buildings;
- south, residential dwellings;
- east, industrial buildings;
- west, car dealerships.

Buildings and uses

- 2.4 The proposal site currently contains an industrial warehouse unit and adjoining office building (offices and bodyshop) consisting of 11,910 sq ft GEA and an industrial unit (paint shop) consisting of 19,833 sq ft GEA.
- 2.5 The bodyshop warehouse unit is formed of a brick-clad steel frame, with steel roof trusses and corrugated asbestos roof covering. Rooflights are present to approximately 10% of the roof area. Elevations are clad with brickwork.
- 2.6 The office building is of traditional brick construction, with a felt flat roof with solar reflective paint. Single glazed metal Crittall windows are present, with additional internal secondary glazing installed to the upper floor offices.
- 2.7 The paintshop unit is of a steel framed construction, with steel lattice roof trusses, with an insulated felt flat roof covering with solar reflective paint. External walls comprise a mix of painted blockwork, concrete panels and painted corrugated sheet cladding at high level. UPVC windows and glazed screen provide fenestration to the front and rear of the property. (**5206/003-006**).

Topography

- 2.8 The site is generally flat with no noticeable changes in levels.

Vegetation and ecology

- 2.9 Ramboll Environ UK Ltd was commissioned to prepare a Preliminary Ecological Appraisal (PEA). The objectives of the Ecological Appraisal are to:
- assess the ecological importance of the application site;

- provide an assessment of potential impacts of the proposed development on the application site's ecological features;
 - provide recommendation for the protection and enhancement of the application site's ecology; and
 - report on mitigation and enhancement measures to be incorporated within the proposed redevelopment.
- 2.10 The main habitats present were recorded using standard Phase 1 habitat survey methodology as described in the Handbook for Phase 1 Habitat Survey (JNCC, 20102).
- 2.11 The application site was inspected for signs of any invasive plant species subject to legal controls. The application site was also assessed for its potential to support protected and notable species such as birds, bats and badgers. This was in order to identify potential ecological constraints and to guide recommendations for further survey requirements for these species.
- 2.12 In addition, the buildings were subject to an external and internal inspection for bat roosting potential.
- 2.13 In terms of habitats, a small area of semi-improved grassland (likely to be former amenity grassland which has not been managed in recent times) is present in the south of the application site, around the parking area. Semi-improved grassland/amenity grassland has a diversity of common plant species and is likely to support a small number of nectar-feeding insects, and is of importance at the Site Level.
- 2.14 Large areas of concrete, tarmac and compressed gravel hardstanding are present around buildings. Hardstanding is of negligible ecological importance. The buildings are also of negligible importance for nature conservation.
- 2.15 The application site is largely hardstanding and buildings and is isolated from suitable habitat for amphibians or reptiles in the wider area, and is therefore considered to be of negligible importance for these species.
- 2.16 The application site is suitable for use by common bird species, with limited foraging potential in the semi-improved grassland and scattered tall ruderal vegetation.
- 2.17 The buildings are considered to be of negligible potential for use by roosting bats and no evidence of bats was recorded on or within them.
- 2.18 No other protected or notable species were identified on the application site or considered likely to be present.
- 2.19 The report concluded that the ecological assessment has confirmed that the application site is of nature conservation importance at up to the Site Level.

Ground conditions

- 2.20 A Preliminary Geo-Environmental Risk Assessment has been carried out by Delta Simons and is submitted with the planning application. The aim of the report is to identify likely environmental issues associated with soil and groundwater conditions that may affect the proposed development of the site. The findings of the assessment are summarised below.

- 2.21 Based on the available information, it is anticipated that the site is likely underlain by a sequence of Made Ground, cohesive River Brickearth, granular and potentially cohesive Lynch Hill Gravel Member (Principal Aquifer), over London Clay (Unproductive Strata). The nearest surface water feature is the Grand Union Canal located approximately 230 m to the south of the Site and no sensitive water abstractions are listed within close proximity to the Site.
- 2.22 Historically, the site remained largely undeveloped until 1965 mapping, where the site is shown to be developed by an unspecified works, with a main unit in the centre of the Site and a smaller unit encroaching the north. By 1975 mapping, the site is shown in its contemporary layout, which is denoted as an engineering works, and later as warehousing and works. Light industrial land use and landfilling has been identified in the surrounding area. Ground investigation of the wider area has identified relatively localised contamination.
- 2.23 Delta-Simons has completed a risk assessment based upon available information. Based on available information, the presence of localised contamination cannot be discounted. In the context of the proposed redevelopment, it is considered that the risk of significant possible pollutant linkages to exist at the site is Low/Moderate.
- 2.24 The report recommended that a targeted environmental ground investigation is conducted in conjunction with a geotechnical investigation to verify design requirements for the proposed development. The identified asbestos containing materials within the current units should be removed from the site prior to / during the demolition activities.

Flood risk and drainage

Flood risk

- 2.25 A Flood Risk Assessment has been prepared by Bradbrook Consulting and is submitted with this application. The Environment Agency flood maps, shows the site to lie within Flood Zone 1 indicating low risk of flooding from fluvial sources. Pluvial flooding is also considered low for the site, as is flooding from groundwater, sewers and artificial sources is considered low.

Foul water

- 2.26 Foul water runs from the site to the public sewer.

Transport and highways

- 2.27 A Transport Statement has been carried out by Royal HaskoningDHV and has been submitted with this planning application.

Rights of way

- 2.28 There are no public rights of way on or adjacent to the site.

Access and parking

- 2.29 The current industrial unit is served by four vehicular access points. Two vehicular crossovers are available from Stone Close to the west of the site allowing access to the car park located along the western boundary. Two further access points are provided to the north in the form of vehicular crossovers onto Stone Close and provide access to the existing building located to the northern side of the site.

- 2.30 Pedestrian access to the site's reception is provided from Stone Close west approximately 35 metres (m) to the north of the junction with Horton Road.

Local highway

- 2.31 Stone Close is a single carriageway cul-de-sac which provides the access to the site and other industrial units in the immediate vicinity.
- 2.32 Stone Close is subject to a 30mph speed limit with street lighting present. On street parking is present along eastern and southern section of the road with restriction for HGVs over 5 tonnes (t) and buses from midnight to 08:00 and from 18:30 to midnight. The western side of the road is marked with single yellow line and no stopping restriction from 07:00 to 19:00.
- 2.33 Horton Road is a single carriageway which connects the A408 in the east with West Drayton High Street in the west. The road is subject to a 30mph speed limit with street lighting and pedestrian infrastructure in place.
- 2.34 Various parking restrictions are in place along the road. In the proximity of the site, stopping is restricted from 06:30 to midnight for HGVs over 5t and buses on the northern side. On-street parking bays are present along southern side to the west of the junction with Stone Close. Minor residential roads intersecting with Horton Road are within 20mph speed zones with traffic calming measures in place and some are signposted as unsuitable for HGVs.

Public transport

- 2.35 The nearest bus stops are located on Horton Road with westbound stops located directly opposite to Stone Close junction and the eastbound stop located 40m west of the junction. The westbound stop provides a bus shelter whilst the eastbound stop is identified with a pole and flag only.
- 2.36 Service number 350 stops on Horton Road and has a frequency of one bus every 20 minutes. Service 350 provides connection between Heathrow Terminal 5 and Fairey Corner via Horton Road.
- 2.37 West Drayton railway station is located approximately 1.1km to the west of the site which equates to approximately 13 minutes walking time. The station provides 22 cycle parking spaces and 17 car parking spaces and is located within London Fare Zone 6.
- 2.38 Direct services to London Paddington, Reading, Oxford and Maidenhead call at this station with combined frequency of 5-10 minutes. The station is located on the Elizabeth Line which is currently under construction. The Elizabeth Line, when completed will connect Shenfield in north east London with Reading via central London.

Cycle and pedestrian accessibility

- 2.39 Footways are present to both sides of the carriageway and street lighting is in place along both Stone Close and Horton Road. Minor residential roads to the west of the site are provided with traffic calming and subject to 20mph speed limit restrictions. Dropped kerbs and tactile pavement are in place across Stone Close at the junction with Holton Road.
- 2.40 Controlled and uncontrolled pedestrian crossings are provided across Horton Road in regular intervals.

- 2.41 The footways along Horton Road provide a continuous pedestrian link west, via High Street, from the site to West Drayton Station (approximately a 1.1km walk distance) and Yiewsley High Street. Yiewsley High Street is approximately a 900m walk distance from the site and contains a number of shops, including a Morrisons Supermarket, banks, a pharmacy, restaurants and other amenities.
- 2.42 Horton Road is classed by Transport for London on their official cycle maps as 'other road that has been recommended by cyclists'.
- 2.43 A traffic free cycle route runs on a northern bank of Grand Union Canal. Locally the route allows direct and traffic free connection between Uxbridge and Brentford and forms part of Quietway 16 and National Cycle Route 6. The cycle route is accessed via Horton Road and Horton Bridge Road. This cycle route connects with London Cycle Network Route (LCNR) 89 to the west at High Street, which provides a route south to Heathrow Airport and north towards Uxbridge and Ruislip.

Noise and air quality

- 2.44 A Noise Assessment and Air Quality Assessment have been carried out by Royal HaskoningDHV and are been submitted with this planning application.

Noise

- 2.45 In order to establish the baseline conditions at the development site, a noise measurement survey was undertaken at one location next the site considered representative of the closest noise sensitive receptors. The survey was conducted between 11th and 17th January 2018.
- 2.46 It was noted that the noise climate in the area consisted of intermittent traffic noise, bird song and people from the residential houses and industrial estate. From the daytime LA90 distribution, a value of 43.4dB is considered to be representative for the day time as this is the most commonly occurring value and correlates with the calculated mean.

Air quality

- 2.47 The site is located in an Air Quality Management Area declared by LBH for exceedances of the annual mean NO₂ Objective, and so a baseline air quality assessment was required for this application. Monitoring data carried out by LBH within the study area were obtained to establish baseline air quality conditions at receptors.
- 2.48 LBH undertakes ambient air quality monitoring at two diffusion tube locations in the vicinity of the proposed development. The monitoring data show that there were no exceedances of the annual mean air quality Objective of 40µg.m⁻³ between 2012 and 2016.
- 2.49 2018 background concentrations of NO₂, PM₁₀ and PM_{2.5} were obtained from air pollutant concentration maps provided by Defra. Background concentrations of NO₂, PM_{2.5} and PM₁₀ at the site are below their respective annual mean air quality Objectives. The mapped background NO₂ concentrations show a good agreement with the background monitoring data carried out by LBH in the vicinity of the site.

3.0 Description of development proposals

- 3.1 The application is in full and is for the following:

Demolition of existing buildings and erection of building for the purposes of B1c/B2/B8 with associated access and parking.

Uses on the site

- 3.2 Motor workshop to include service centre, workshop, vehicle preparation, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices, car parking, vehicle storage or other such uses within use classes B1c, B2 or B8.
- 3.3 Planning Practice Guidance (PPG) sets out the Government's advice in respect of planning design and access statements (the amount, layout, scale, landscaping and appearance of the development).

Amount of development

- 3.4 The proposed new building is 1,943 sqm. In addition there is proposed detached inspection bay, of 92 sqm. The total floorspace proposed is therefore 2,035 sqm.

Layout

- 3.5 The layout of the development is the way in which buildings, routes and open spaces are provided, placed and orientated in relation to each other and buildings and spaces around the development.
- 3.6 The building is located with its blank façade facing the residential properties to help screen the building's activity from the dwellings. The site is on the north side of the residential boundary, so will not cause any shading of the back gardens.
- 3.7 The building is surrounded by a service yard accommodating car parking, loading and manoeuvring space. Most vehicular movements will be to the north, east and west of the building, away from the residential boundary.

Scale of the development

- 3.8 The scale of the development is the height, width and length of the buildings in relation to its surroundings. The size of the proposed building as follows:
- 3.9 Height = 8.5m
- 3.10 Width = 42m
- 3.11 Length = 46m

Landscaping

- 3.12 Landscaping is the treatment of private and public spaces to enhance and protect the amenities of the site and the area in which it is situated through hard or soft landscaping measures.

- 3.13 A Landscaping Plan has been prepared by Terry Anderson Landscape Architects and is submitted with the planning application. It shows the planting which is proposed around the site including a hedge on the boundary of much of the site and several individual trees.

Appearance of the development

- 3.14 Appearance is the aspect of a place or building that determines the visual impression that it makes, including the external form of the development, its architecture and materials.
- 3.15 The building comprises a single storey portal framed workshop with 7m clear internal height. The roof extends to the north over a two-storey wing comprising customer facilities and vehicle drop-off on the ground floor and administrative offices on the first floor.
- 3.16 A glazed customer entrance and ribbon windows are provided to the two storey 'Office' wing. The 'Office' elevations are clad in pre-finished insulated composite cladding panels. The 'Workshop' elevations are clad in pre-finished insulated twinskin profiled cladding.
- 3.17 The building has a low-pitched roof with roof lights to the workshop all concealed behind a parapet.
- 3.18 The materials for the building comprise:
- Micro-rib composite cladding panels in dark grey
 - Trapezoidal horizontal half-round profiled cladding in silver
 - Pre-finished aluminium framed double glazed entrance screen and ribbon windows
 - Pre-finished insulated sectional up-and-over loading doors
 - Pre-finished insulated steel fire exit doors and frames.
- 3.19 The horizontal profiled cladding, half round profile, is proposed in Silver (RAL9006), and the composite panel cladding, micro-rib profile is proposed in graphite grey (RAL7016)

Vehicular and pedestrian access

- 3.20 Two points of vehicular access are proposed from Stone Close. It is proposed that two of the existing vehicular crossovers will be removed and made good, the crossover to the north east corner and the crossover to the south west corner of the site.
- 3.21 The existing crossover located approximately 50m north of the junction with Horton Road will be moved 4m to the north and will become a priority-controlled junction forming the main vehicular access to the site.
- 3.22 A secondary point of vehicular access will be provided on the northern boundary of the site. This access will maintain the same location and form of the existing vehicle crossover located towards the north east corner of the site.
- 3.23 Pedestrian access to the site will be provided from the new priority-controlled access junction and will connect the proposed development to the existing pedestrian footway along Stone Close.

Lighting

- 3.24 External lighting is proposed on the site. Details of the proposed lighting are contained in the External Lighting and CCTV Assessment prepared by Watkins Payne.

Pre-application advice

- 3.25 A request for pre-application advice was submitted to the London Borough of Hillingdon on 20.02.18. A meeting took place with officers of the Council on 26.03.18, and a written response was received on 23.04.18. The advice was generally supportive of the scheme and raised no objection in principle to the proposed development.

4.0 Planning policy assessment

National planning policy guidance

Achieving sustainable development

4.1 The Government's policies on planning are contained within the National Planning Policy Framework (2018).

4.2 The NPPF, at paragraph 11, states that the "*presumption in favour of sustainable development*" is at the heart of the planning system, and that:

"For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."

4.3 The NPPF comprises several sections containing policy that is relevant to this application, namely:

4.4 Section 4: Decision Making

4.5 Section 6 Building a Strong, Competitive Economy

4.6 Section 9 Promoting Sustainable Transport

4.7 Section 11 Making Effective Use of Land

4.8 Section 12 Achieving Well Designed Places

Decision making

4.9 Paragraph 47 states that:

"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing."

Building a strong competitive economy

4.10 Paragraph 80 states that:

"Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Promoting sustainable transport

4.11 The promotion of sustainable transport is dealt with in section 9. At paragraph 110 it states that:

4.12 Within this context, applications for development should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

Making effective use of land

4.13 Paragraph 117 states that:

“Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield land’.

Achieving well designed places

4.14 The government attaches great importance to the design of the built environment, and this is dealt with in section 12 of the NPPF. Design is considered to be one of the key aspects of sustainable development.

4.15 Paragraph 127 states that:

“Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”

Development plan

4.16 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that:

“If regard be had to the development plan for the purpose of determination under the planning Acts, the determination must be made in accordance with the plan unless material considerations dictate otherwise”

4.17 The Development Plan for the Borough comprises:

- Hillingdon Local Plan: Part 1- Strategic Policies (November 2012)
- Saved Unitary Development Plan policies adopted as the Hillingdon Local Plan: Part 2 (2007)
- West London Waste Plan (July 2015)
- The London Plan consolidated with alterations since 2011 (March 2016)

The London Plan

4.18 Relevant policies from the London Plan are listed below.

4.19 Policy 2.17 Strategic Industrial Locations

4.20 Policy 5.2 Minimising carbon dioxide emissions

4.21 Policy 5.3 Sustainable design and construction

4.22 Policy 5.12 Flood risk management

4.23 Policy 5.13 Sustainable drainage

4.24 Policy 6.9 Cycling

4.25 Policy 6.12 Road network capacity

4.26 Policy 6.13 Parking

4.27 Policy 7.4 Local character

4.28 Policy 7.6 Architecture

- 4.29 Policy 8.3 Community Infrastructure Levy
- 4.30 There are **site specific policies** which apply to the site. See drawing **5203/007**.
- 4.31 In the adopted Unitary Development Plan Proposals Map the site is part of an Industrial and Business Area. The relevant policy is LE2.
- 4.32 Policy LE2 (Development in designated Industrial and Business Areas) states that areas identified as Industrial and Business Areas (IBA) will be retained for B1 – B8 uses.
- 4.33 In the Draft Local Plan Part Two Proposals Map, the site is part of a Strategic Industrial Location. The relevant policy is E2 from the Local Plan Part 1 – Strategic Policies.
- 4.34 Policy E2 (Location of Employment Growth) identifies that most of this employment growth will be directed towards suitable sites including Strategic Industrial Locations (SIL). This policy acknowledges that the Council will accommodate 9,000 new jobs from 2012 to 2026.

London Borough of Hillingdon Local Plan: Part 1 Strategic Policies (November 2012)

- 4.35 There are several **general policies** of relevance, and are set out below.
- 4.36 Policy E1 (Managing the Supply of Employment Land) identifies that the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL) including the designation of 13.63 hectares of new employment land.
- 4.37 Policy BE1 (Built Environment) requires all new development to improve and maintain the quality of the built environment, by inter alia, achieving a high quality of design in all new buildings
- 4.38 Policy EM1 (Climate Change Adaptation and Mitigation) states that the Council will address climate change in the development process through a number of means.
- 4.39 Policy EM6 (Flood Risk Management) requires new development to be directed away from flood zones 2 and 3, and all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable.
- 4.40 Policy EM7 Biodiversity and Geological Conservation states that Hillingdon's biodiversity and geological conservation will be preserved and enhanced.
- 4.41 Policy EM8 (Land, Water, Air and Noise) identifies that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated; proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses; and all development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.
- 4.42 Policy CI1 Community Infrastructure seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

London Borough of Hillingdon Unitary Development Plan (adopted 1998'saved' policies September 2007)

- 4.43 Policy OE1 (Protection of the character and amenities of surroundings properties and the local area) – Development will not have a detrimental impact on character or amenities of surrounding properties or the area generally including appearance, noise/dust and other pollutants or traffic generation.
- 4.44 Policy OE3 (Buildings or uses likely to cause noise annoyance – mitigation measures) – Buildings which generate noise annoyance to surrounding properties and the area generally will need to mitigate against the impact. The impact will need to be mitigated within acceptable levels by engineering, lay-out or administrative measures.
- 4.45 Policy OE8 (Surface Water Drainage and Flood Prevention) – Requires that attenuation measures and provided for development which is likely to result in flood risk from surface water runoff.
- 4.46 Policy LE1 (Proposals for industry, warehousing and business development) - States that proposals for B1- B8 uses will be assessed against whether they conflict with LPA overall objectives of securing development or regeneration of an area and outstanding unimplemented planning permissions.
- 4.47 Policy LE7 (Planning Obligations) – Seeks planning obligations from industrial, warehouse and business development where appropriate.
- 4.48 Policy AM2 (Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity) - Proposals will be assessed against their contribution to traffic generation and availability of public transport in the light of the available capacity on the relevant road and public transport networks.
- 4.49 Policy AM7 (Road Hierarchy) – States that the consideration will be given to the impact of traffic generation on the highway network.
- 4.50 Policy AM9 (Cyclists) – States that consideration will be given to cycles routes, cyclists' needs in highway improvement schemes and cycle parking.
- 4.51 Policy AM14 (New development and car parking standards) - Requires that development is in accordance with adopted car parking standards.
- 4.52 Policy AM15 (New development and car parking standards) – Requires the provision of conveniently located disabled car parking spaces.
- 4.53 Policy BE13 (Design of new development) - New development must harmonise with the existing street scene.
- 4.54 Policy BE18 (Security and Safety in Design) – Requires development to take account of pedestrian security and safety
- 4.55 Policy BE19 (Residential Amenity) - New development must improve or complement the character of the area.
- 4.56 Policy BE20 (Residential Amenity) – Development must provide adequate daylight and sunlight.
- 4.57 Policy BE21 (Residential Amenity) – Permission will be refused siting, bulk and proximity of new buildings/extensions will lead to a loss of residential amenity.

- 4.58 Policy BE24 (Residential Amenity) – Requires new buildings to protect the privacy of occupiers and their neighbours.
- 4.59 Policy BE25 (Industrial and Business Areas) – Seeks the modernisation and improvement of industrial and business areas
- 4.60 Policy BE38 (Trees and Landscaping) – Expects the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Emerging plan

London Borough of Hillingdon Local Plan: Part 2 Development Management Policies, Site Allocations and Designations and Policies Map

- 4.61 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Policies Map. Once adopted it will deliver the detail of the strategic policies set out in the Local Plan Part 1: Strategic Policies (2012). Together they will form a comprehensive development strategy for the borough up to 2026.
- 4.62 Following consultation on the Local Plan Part 2: Proposed Submission Version in autumn 2014, the council published proposed changes to the documents for additional consultation. This consultation was undertaken in autumn 2015.

Planning history

- 4.63 The Hillingdon Council includes website the following planning application which may be relevant to this proposal.
- 4.64 54822/APP/2000/424 – Erection of a maximum of 10,000 square metres of industrial and warehouse accommodation (Use Class B1(b) research and development, and B1(c) light industry, B2 general industrial and B8 storage or distribution and associated vehicle parking for 160 cars (involving demolition of existing buildings (outline application)

5.0 Conformity with planning policies

5.1 The material planning considerations in respect of this application are as follows:

- Principle of development
- Design and landscaping
- Highways and parking
- Residential amenity
- Flood and drainage
- Ground conditions
- Sustainability

5.2 This section of the statement addresses the conformity of the proposals, and the main planning considerations, with the adopted development plan.

General policies

5.3 Policy CI1 Community Infrastructure seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations. The development will lead to a reduction in floorspace compared to the existing buildings and so will not be liable for either the Hillingdon CIL or the Mayoral CIL.

Employment policies

- 5.4 In the adopted Unitary Development Plan Proposals Map the site is part of an Industrial and Business Area. The relevant policy is LE2 (Development in designated Industrial and Business Areas), which states that areas identified as Industrial and Business Areas (IBA) will be retained for B1 – B8 uses.
- 5.5 In the Draft Local Plan Part Two Proposals Map, the site is part of a Strategic Industrial Location. The relevant policies are E1 (Managing the Supply of Employment Land) and E2 (Location of Employment Growth) from the Local Plan Part 1 – Strategic Policies, which identify that most employment growth will be directed towards suitable sites including Strategic Industrial Locations (SIL), and that that the Council will accommodate growth by protecting Strategic Industrial Locations.
- 5.6 The London Plan (Policy 2.17) states that Strategic Industrial Locations (SIL) are particularly suitable for general and light industrial uses, logistics, waste management and environmental industries (such as renewable energy generation), utilities, wholesale markets and some transport functions, and should be protected as such.
- 5.7 It also states that the Mayor will, and boroughs and other stakeholders should, promote, manage and, where appropriate, protect the SILs.
- 5.8 The buildings on the proposal site were previously occupied by Sipson Group Ltd, who undertook the maintenance and repair of motor vehicles. The previous use of the site therefore was employment, the site is in an identified employment area and the proposed development is an employment use. The development will employ in the region of 60 people.

- 5.9 The proposal is for a motor workshop to include service centre, workshop, vehicle preparation, MOT testing centre, smart repairs, bodyshop, parts and accessories sales distribution and store, administration offices, car parking, vehicle storage or other such uses within use classes B1c, B2 or B8.
- 5.10 The proposal therefore is clearly acceptable in principle in this area, as confirmed in the pre-application advice, and conforms with Policy LE2, Policy E1 and Policy E2.
- 5.11 Policy BE25 (Industrial and Business Areas), seeks the modernisation and improvement of industrial and business areas. The proposal will involve the replacement of existing employment units with a new employment unit. It involves the replacement of outdated, mixed industrial and warehouse buildings and is considered to be an improvement to the character and appearance of the area.
- 5.12 A landscaping scheme has been prepared which demonstrates how appropriate landscaping will be provided to improve the quality of the environment. The development will modernise and improve this industrial area and complies with Policy BE25.
- 5.13 Policy LE7 (Planning Obligations), seeks planning obligations from industrial, warehouse and business development where appropriate. The pre-application advice stated that it is likely that planning obligations would only be required for highway works. The applicant accepts that such obligations may be required.

Environmental policies

- 5.14 Policy EM1 (Climate Change Adaptation and Mitigation) states that the Council will address climate change in the development process through a number of means, including by:
- “Encouraging the installation of renewable energy for all new development in meeting the carbon reduction targets savings set out in the London Plan.”*
- 5.15 That target in the London Plan is 35%.
- 5.16 Watkins Payne have prepared an Energy Strategy which is submitted with the application. The fundamental approach for the energy strategy is as follows:
- Establish the baseline energy demand in line with statutory requirements in terms of Building Regulations Part L2A : 2013 compliance using accredited thermal modelling software plus allowance for energy consumed by elements not covered in the 2013 Building Regulations.
 - Adopt passive and low energy design techniques to reduce the energy demand for the development beyond the baseline energy demand requirements.
 - Assess the potential decentralised heating, cooling and power measures available to suit this development and establish potential energy/carbon dioxide reduction for viable solutions (clean scheme).
 - Assess the potential low and zero carbon (renewable) technologies to suit the development and establish potential energy/carbon dioxide reduction for viable solutions.
 - Establish the anticipated energy and carbon dioxide emission reductions for the development using Building Regulations 2013 calculation methodologies.
- 5.17 The energy strategy has adopted a hierarchical approach of using passive and low energy design technologies to reduce the baseline energy demand and hence CO2 emissions, followed by the application of low and zero carbon technologies as appropriate.

- 5.18 This approach is in line with the principles detailed within the relevant policy statements and regulatory guidelines. The methodology of this energy strategy is in accordance with the guidance set out in the GLA document “Energy Planning, Greater London Authority Guidance on preparing Energy Assessments (March 2016)”.
- 5.19 The analysis has shown that by incorporating appropriate renewable energy technologies in addition to the passive and low energy design measures there is a predicted reduction of annual CO2 emissions from the baseline scheme of 40.04%.
- 5.20 The scheme therefore meets the requirement to reduce carbon emissions by 35 % and thus complies with Policy 31.
- 5.21 In accordance with London Plan Policy 5.9 an overheating risk analysis has been undertaken on the office accommodation in the unit. A separate Overheating Risk Analysis Report for the scheme has been prepared by Watkins Payne. The overheating risk analysis indicates that as overheating may occur the office accommodation is to be comfort cooled by a variable refrigerant flow (VRF) simultaneous heating and comfort cooling air source heat pump system. The office accommodation in the unit passes the TM52 mechanical cooled building overheating criteria.
- 5.22 Policy EM6 (Flood Risk Management) requires new development to be directed away from flood zones 2 and 3, and all development across the borough to use sustainable urban drainage systems (SUDS) unless demonstrated that it is not viable. Policy OE8 (Surface Water Drainage and Flood Prevention) requires that attenuation measures and provided for development which is likely to result in flood risk from surface water runoff.
- 5.23 The Flood Risk Assessment prepared by Bradbrooks review of the suitability of SUDS suggests that the following SUDS techniques may be suitable for any future development at this site and have been shown on the drainage strategy:
- Soakaways
 - Porous Pavements for car parking areas only
- 5.24 The Flood Risk Assessment has concluded that:
- the location of the distribution facility is located within Flood Zone 1, and as such is at a low risk of flooding from fluvial sources.
 - the site is far enough inland not to be at risk of any tidal flooding event.
 - flood risk from surface water is considered very low for the site following development.
 - flood risk from other sources – groundwater, sewers, reservoirs and artificial sources – is demonstrated to be low.
 - the development will have no impact on other forms of flooding.
 - overall, taking into account the above points, the development of the site should not be precluded on flood risk grounds.
- 5.25 Based on the conclusion of the FRA it is considered that the application is consistent with Policy EM6 and Policy OE8.
- 5.26 Policy EM7 Biodiversity and Geological Conservation states that Hillingdon’s biodiversity and geological conservation will be preserved and enhanced. As stated in section 2, a Preliminary Ecological Appraisal has been carried out on the site. Habitats and species (i.e. ecological features) identified within the application site boundary were assigned ecological importance values.

- 5.27 The appraisal confirmed that the site was only of nature conservation importance at up to the Site Level, with semi-improved grassland habitat of importance at the Site Level, supporting invertebrates, bird species and foraging bats of Site Level importance. The buildings were considered to be of negligible importance for nature conservation, with negligible potential for bat roosting.
- 5.28 The report concludes that the proposed development would lead to the loss of a small amount of semi-improved grassland habitat of Site Level importance for nature conservation. Provision of wildlife-friendly landscape planting (including native and non-native nectar and fruit producing species) would provide habitat of similar importance.
- 5.29 The proposals involve suitable boundary planting around three of the four sides of the site. This will not only improve the character and appearance of the area but also the biodiversity potential of the site.
- 5.30 The proposal is considered to comply with Policy EM7.
- 5.31 Policy BE38 (Trees and Landscaping), expects the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. As described above, and illustrated in the Preliminary Ecological Appraisal, the site has very little in the way of vegetation. Small areas of semi-improved grassland and scattered ruderal vegetation will be removed as a result of this development. However, these features are of little or no value, either visually or ecologically.
- 5.32 As stated in section 3, a landscaping scheme has been submitted with the application. There is little or no landscape on the current site. New planting areas are shown on the layout drawing which would help soften the development and would be an improvement on the current situation. The proposal is considered to comply with Policy BE38.
- 5.33 Policy EM8 (Land, Water, Air and Noise) identifies that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated; proposals for development on contaminated land to provide mitigation strategies that reduce the impacts on surrounding land uses; and all development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.
- 5.34 The Air Quality Assessment carried out by Royal HaskoningDHV included an impact assessment related to the construction phase and the operational phase.
- 5.35 The impact of the construction on the proposed development was considered in accordance with the latest guidance available from the Institute of Air Quality Management and the Greater London Authority. The assessment defined the sensitivity of the area and the risk of the site to cause dust impacts. Site specific mitigation was recommended and with the implementation of this mitigation, the residual impacts from construction activities were predicted to be not significant.
- 5.36 As the floor space of the proposed development will reduce, there is likely be a corresponding reduction in vehicle trips generated versus the current site use. This is therefore likely to represent a benefit to local air quality conditions, as there will be a reduction in road traffic emissions on the local road network. Further detailed air quality assessment of road-based emissions was therefore not considered necessary.

- 5.37 The Preliminary Geo-Environmental Risk Assessment carried out by Delta Simons, concluded that the site has certain areas which may include below ground contamination. However, the risk of the site requiring widespread remediation to protect end users is considered to be low, although localised remedial measures, for example provision of a clean soil cover for proposed soft landscaping/hotspot removal may be required in areas of Made Ground.
- 5.38 In addition, significant widespread groundwater contamination is not anticipated based on the known site history and available third-party ground investigation data (conducted on a wider area), and it is considered unlikely that a significant ground gas risk exists.
- 5.39 A Noise Impact Assessment has been undertaken by Royal HaskoningDHV, to assess the potential noise impacts due to operational activities at the proposed Stone Close site. The BS 4142:2014 assessment of the operational activities associated with the site predicted No Impact to the closest noise sensitive receptors during the proposed daytime operational period provided that the building envelope achieves a minimum sound reduction of Rw 40.
- 5.40 The technical reports described above have considered the impact of the development on the ground, water, air quality and the noise environment. The outcome of that work is that there are no serious issues arising as a result of this development, and any issues which there may be are capable of mitigation. The proposals are considered to comply with all elements of Policy EM8.
- 5.41 Policy OE3 (Buildings or uses likely to cause noise annoyance – mitigation measures) – Buildings which generate noise annoyance to surrounding properties and the area generally will need to mitigate against the impact. The impact will need to be mitigated within acceptable levels by engineering, lay-out or administrative measures. As stated above the Noise Impact Assessment has confirmed that the proposed development will have no adverse noise impact on adjacent residential properties and so is compliant with Policy OE3.
- 5.42 Policy OE1 (Protection of the character and amenities of surroundings properties and the local area) – Development will not have a detrimental impact on character or amenities of surrounding properties or the area generally including appearance, noise/dust and other pollutants or traffic generation.
- 5.43 Elsewhere in this section, the impact of the proposed scheme has been considered in relation to character, residential amenity, noise and air pollution and traffic impact. The conclusion of that assessment is that the proposed development will not lead to any undue adverse impacts, and thus the scheme is compliant with Policy OE1.

Transport policies

- 5.44 Royal HaskoningDHV has prepared a Transport Statement (TS) and a Travel Plan for the proposed development.
- 5.45 Policy AM2 (Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity), states that proposals will be assessed against their contribution to traffic generation and availability of public transport in the light of the available capacity on the relevant road and public transport networks, while Policy AM7 (Road Hierarchy), states that the consideration will be given to the impact of traffic generation on the highway network.
- 5.46 Section 6 of the accompanying TS carries out a multi modal assessment of the trips generated by the proposed development. The conclusion of this work is that:

From the trip assessment of the proposed development it can be seen that the site is expected to generate 358 daily two-way total person trips, of which 43 will be undertaken in the peaks. 230 trips are expected by car, 84 by public transport, 12 by bicycle and 15 on foot.

As a result of the overall net decrease in floor area, as well as the same trip rates being applied to both the existing and proposed development, the net change sees a decrease across all trip types. In total, the proposed development will lead to 185 less daily trips across all modes, of which the peaks will see a 22-trip reduction (two-way).

- 5.47 The application will lead to an improvement on the previous use of the site. The pre-application advice confirms that both the methodology and the results of this assessment are acceptable. The application proposals are considered to comply with Policy AM2 and Policy AM7.
- 5.48 Policy AM14 (New development and car parking standards) requires that development is in accordance with adopted car parking standards, while Policy AM15 (New development and car parking standards), requires the provision of conveniently located disabled car parking spaces. As stated in the accompanying TS, and in line with these policies, car parking, including disabled spaces, will be provided to meet these standards.
- 5.49 As stated in the TS, the site will provide 59 operational parking spaces for vehicle servicing, repair, and vehicle storage, which will be clearly marked for such uses, as well as the required spaces for staff and visitors. The pre-application advice has confirmed this arrangement is acceptable.
- 5.50 Policy AM9 (Cyclists), states that consideration will be given to cycles routes, cyclists' needs in highway improvement schemes and cycle parking. Cycle parking will be provided on site in line with this policy.
- 5.51 The pre-application advice stated that a Draft Travel Plan should be submitted with the planning application. That Plan has been prepared by Royal HaskoningDHV.
- 5.52 The aim of the Travel Plan is to deliver an overall reduction in the number of people travelling to the site by car. Increasing awareness of available sustainable travel modes and encouraging their uptake is fundamental to the aim.
- 5.53 For the Travel Plan to meet the above aim it has set several objectives that will be relied upon. These are as follows:
- i. Reduce the number of single occupancy vehicles (SOVs) travelling to and from the site each day.*
 - ii. Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport.*
 - iii. Promote the health and environmental benefits associated with travel by foot and by bicycle*
- 5.54 The Travel Plan provides clear initiatives and measures to encourage site users to access the development via non-car modes.
- 5.55 The Travel Plan will be updated to a Final Travel Plan and will be initiated post receipt of any planning consent. The Travel Plan Coordinator would be appointed to implement the Plan and will control the day to day management of the Travel Plan.

- 5.56 This document sets out how site users could be encouraged to travel to and from the development by modes other than the private car and has indicated that these opportunities, as well as accompanying benefits, would be set out within marketing material which could be prepared in respect to this development.
- 5.57 This draft Travel Plan is considered to be sufficiently robust to deliver more sustainable travel choices in relation to the site. At the same time, it maintains a degree of flexibility to enable the Travel Plan to respond to changing circumstances and continue to deliver more sustainable transport choices into the future.
- 5.58 Based on the Transport Statement and the Travel Plan, it is not considered that the proposed development will have any adverse impact on the surrounding highway network.

Design policies

- 5.59 Policy BE1 (Built Environment) requires all new development to improve and maintain the quality of the built environment, by inter alia, achieving a high quality of design in all new buildings. Policy BE13 (Design of new development) - New development must harmonise with the existing street scene. Policy BE18 (Security and Safety in Design) – Requires development to take account of pedestrian security and safety
- 5.60 The design and layout of the proposal is described in the Design and Access Statement prepared by Langley Hall Architects.
- 5.61 As previously described the site is within an existing employment area, with a mixture of types of buildings within employment use.
- 5.62 The employment area contains individual buildings of varied sizes but of a similar type to the proposed development, particularly to the west of the site. The proposed building would not be out of character in this area and would provide modern space to suit the occupiers.
- 5.63 None of the surrounding industrial buildings have any special design quality. Most buildings have been designed economically to suit the business activities of occupants. The proposed building will be of high design quality for the proposed user.
- 5.64 A glazed customer entrance and ribbon windows are provided to the two storey 'Office' wing. The 'Office' elevations are clad in pre-finished insulated composite cladding panels. The 'Workshop' elevations are clad in pre-finished insulated twinskin profiled cladding.
- 5.65 In terms of the impact on the streetscene, the pre-application advice suggested that the valet bay building, in the southern part of the site, be moved further from Horton Road. Following further comments from the planning authority during determination of the application, the valet bays have been completely removed from the scheme.
- 5.66 The proposed scheme is appropriate in this mainly industrial location. Compared to the existing site, the new development will lead to an improvement to the character and appearance of the area. The proposal is considered to comply with Policy BE1, Policy BE13 and Policy BE18.
- 5.67 The adopted Unitary Development Plan contains several policies relevant to residential amenity, as described below:

- 5.68 Policy BE19 states that new development must improve or complement the character of the area, Policy BE20 requires development to provide adequate daylight and sunlight, Policy BE21 states that permission will be refused where siting, bulk and proximity of new buildings/extensions will lead to a loss of residential amenity, and Policy BE24 requires new buildings to protect the privacy of occupiers and their neighbours.
- 5.69 As stated previously, the site is within a Strategic Industrial Location. The surrounding land uses are as follows:
- north, industrial units, with a sports ground beyond;
 - south, residential dwellings;
 - east, industrial units;
 - west, car dealerships.
- 5.70 In terms of potential impact on residential amenity, it is the dwellings to the south which must be considered.
- 5.71 An existing workshop building abuts the residential gardens to the south, and is approximately 6m in height. The application proposal involves a replacement building in that location of 8.5m in height. The proposed building will be some 20m from the closest dwelling.
- 5.72 Professional advice was taken regarding the need for a sunlight and daylight assessment. That advice was that it should not be necessary. That question was also put to Hillingdon Council in an e-mail dated 17.10.17, and the response was that such an assessment should not be necessary. This has been confirmed in the pre-application advice which does not seek a daylight and sunlight assessment with this planning application.
- 5.73 It is considered therefore that the proposed development will have no adverse impact on the dwellings to the south by way of loss of sunlight or daylight, overlooking, or overshadowing. The only other matter to consider is the potential for overbearing impact.
- 5.74 The scheme which was submitted to the Council for pre-application advice was 10.5m in height. To ensure that the proposal does not adversely affect the amenities of adjacent residents, the proposed building has been reduced in height by some 1m, even though this was not specifically requested in the pre-application advice letter.
- 5.75 Furthermore, following comments received from the planning officer, the building has been reduced in height by another 1m, making the proposed height of the building on the southern boundary 8.5m.
- 5.76 Although the proposed building will be somewhat higher than the existing, it is not considered to be so great as to create any adverse impact on the adjacent dwellings. It will not cover the full length of the southern boundary of the site, as the existing building does. In addition it will not wrap around site to the west, as the existing buildings do, which has the effect of enclosing the rear gardens of the nearest properties.
- 5.77 Furthermore, the proposed materials on the south elevation have been altered from the original submitted to minimise any impact on dwellings to the south. The cladding proposed for the south elevation will be banded, getting lighter as it gets higher up the building.
- 5.78 Lighting is proposed but will be well within the Lux limits for the type of use proposed and can be controlled by a timer as necessary to ensure no nuisance is caused to neighbouring properties.

- 5.79 Taking account of the above it is considered that the proposed development will have no adverse impact on the amenities of residential properties to the south and thus is consistent with Policy BE19, BE20, BE21, BE24.

6.0 Summary and conclusions

- 6.1 The site at 501 & 504 Stone Close contains two vacant industrial buildings, within an existing employment area. The buildings on the proposal site were previously occupied by Sipson Group Ltd, who undertook the maintenance and repairs of motor vehicles.
- 6.2 This planning application proposes the redevelopment of the land at Stone Close for B1/B2/B8 uses. The proposal retains the site in active employment use, in accordance with the allocation of the Unitary Development Plan Proposals Map, and will provide new and improved employment premises.
- 6.3 A suite of technical work has been carried out on the site to assess the impact of the proposed development.
- 6.4 The scheme raises no environmental issues that would warrant refusal.
- 6.5 Accordingly, the development complies with the policies of the development plan and is therefore commended to the Council on this basis.

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LAND AT STONE CLOSE
WEST DRAYTON

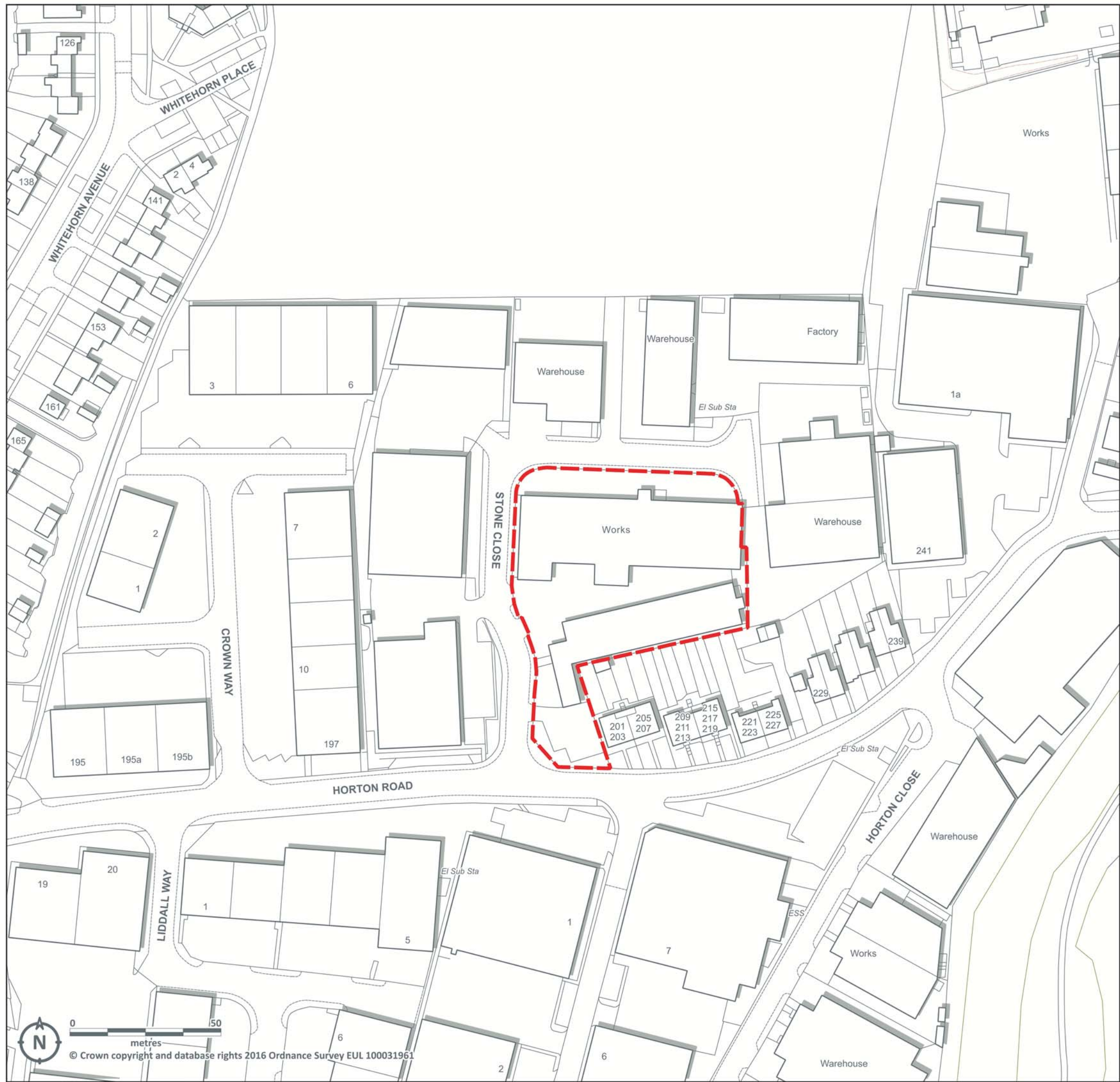
LAND AT STONE CLOSE, WEST DRAYTON

Site location plan

PROJECT NO	DRAWING NO	REV
5206	001	
DRAWN	DATE	SCALE
HP	MAY 2017	1:10,000

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SITE BOUNDARY
0.50ha 1.23ac

LAND AT STONE CLOSE, WEST DRAYTON

Site identification plan

PROJECT NO	DRAWING NO	REV
5206	002	
DRAWN	DATE	SCALE
HP	MAY 2017	1:1250

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Aerial photograph

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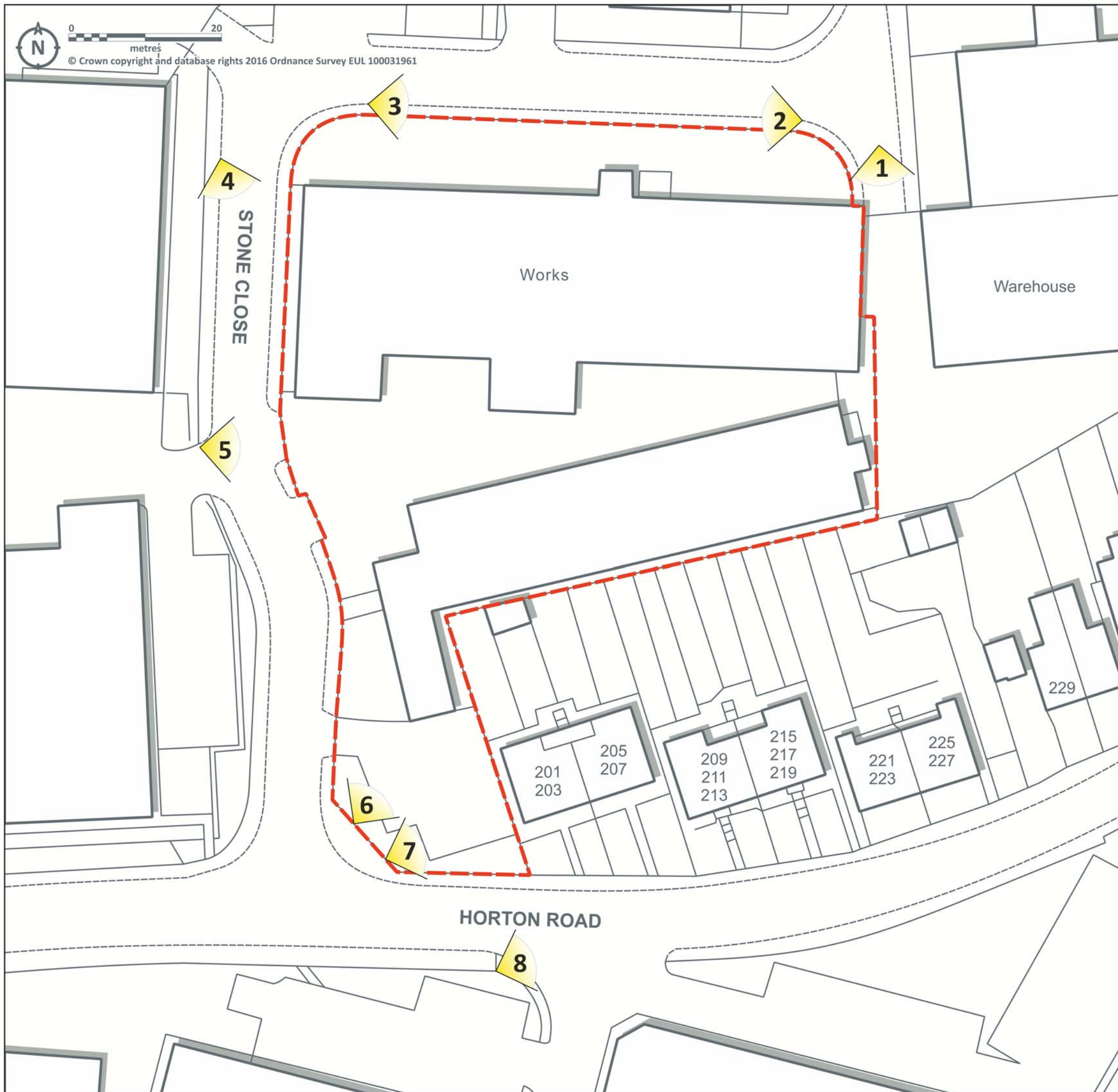
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Site appraisal

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5206	004	
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HNA	OCTOBER 2017	1:500

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Photographic survey: Key sheet

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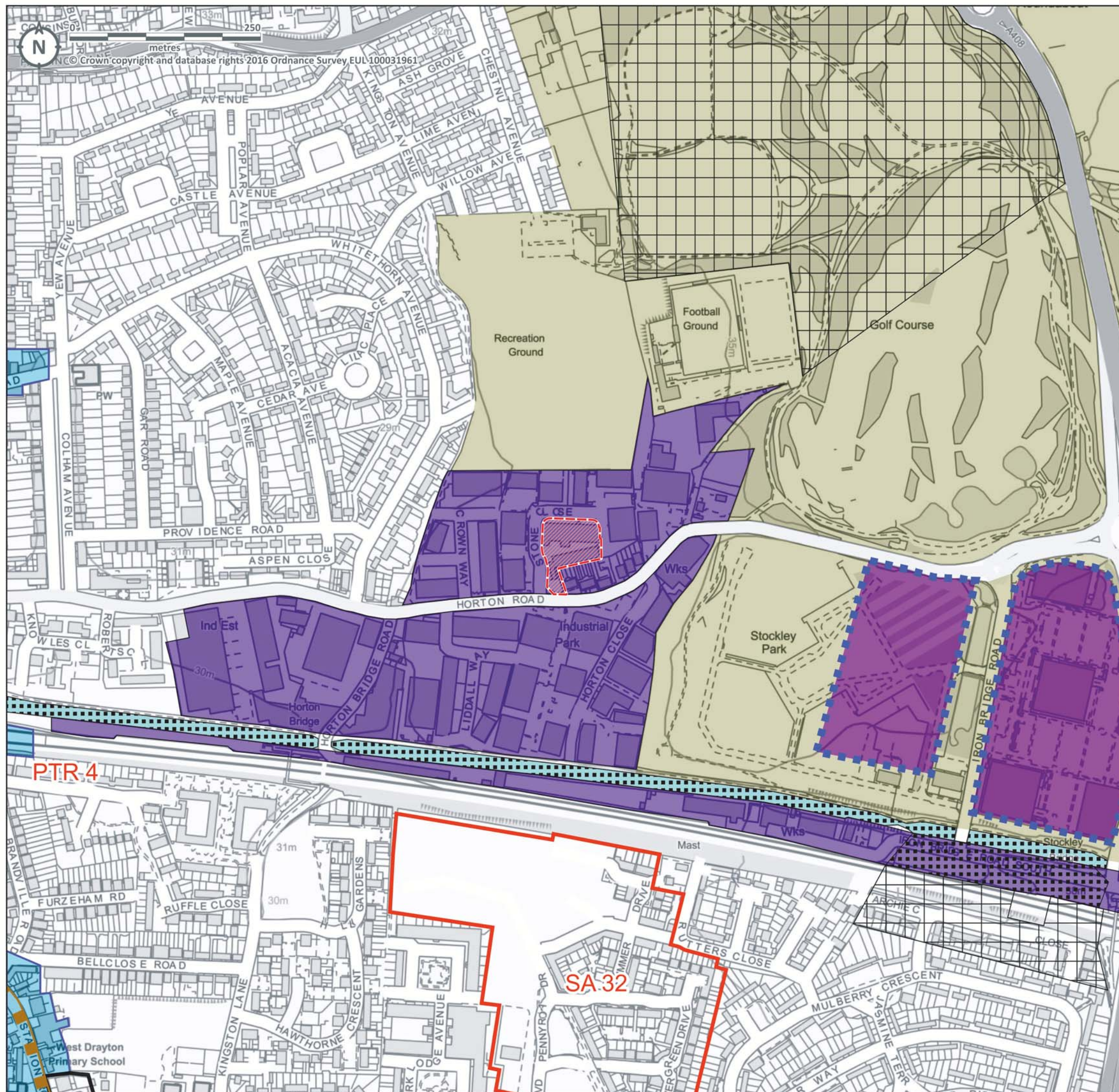
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Photographic survey

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-  LAND AT STONE CLOSE WEST DRAYTON
-  CONSERVATION AREAS
-  GRAND UNION CANAL
-  GREEN BELT
-  NATURE CONSERVATION SITES OF METROPOLITAN OR BOROUGH GRADE 1 IMPORTANCE
-  NATURE CONSERVATION SITES OF METROPOLITAN OR BOROUGH GRADE 2 IMPORTANCE
-  OFFICE GROWTH LOCATION
-  LOCALLY SIGNIFICANT EMPLOYMENT LOCATION
-  STRATEGIC INDUSTRIAL LOCATION
-  SITE ALLOCATIONS, MINERALS & TRANSPORT DESIGNATIONS
-  ARCHAEOLOGY PRIORITY ZONES
-  TOWN CENTRES

LAND AT STONE CLOSE, WEST DRAYTON

Local plan policies:
London Borough of Hillingdon Local Plan Part 2 -
Proposals map revised submission version
October 2015 (South sheet)

PROJECT NO	DRAWING NO	REV
5206	007	
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