

Further Statement

**LBE/Matter 3 – Site specific
issues for Development Sites DPD**

17 May 2013

EALING COUNCIL

MATTER 3 – SITE SPECIFIC ISSUES FOR DEVELOPMENT SITES DPD

3.1 ACT1, ACT3, ACT5, ACT6, EAL2, EAL3, SOU1, SOU5, SOU6, SOU8, and OIS1 – will the sites be deliverable in the light of concerns from Thames Water about water supply and waste water services?

Thames Water has identified a potential, rather than definite, need to improve water supply capability and waste water services in listed development sites. As advised by Thames Water, the preference is for site specific capacity surveys and any resultant upgrades to be undertaken as and when the identified development sites come forward; this approach also allows for any changes in the water supply/waste water capability over the plan period to be taken into account. This approach is consistent across London/areas with Thames Water service and is not considered to put implementation of the identified development sites or the plan as a whole at risk.

3.2 What is the effect on the development sites of safeguarding land for HS2?

The effect on the development sites of safeguarding land for HS2 is minimal. The most recent consultation on proposed areas of safeguarding (now closed) indicated a potential impact on OIS7 Greenford Green, which is highlighted in the allocation; refer to Appendix A for map. Moreover, it was recently announced that HS2 would be tunnelled through the borough.

Area 1 - Acton

3.3 An overarching issue for Acton is whether the development sites contribute to revitalising Acton Town Centre and the regeneration of Acton Main line Station, as envisaged by the CS.

3.4 Additional site specific matters include:

- **ACT4, ACT5 – Are the allocated uses justified/too restrictive/viable?**

ACT4 is within the boundaries of Acton District Town Centre as defined by the London Plan therefore the allocation for mixed-use development appropriate to the town centre is considered justified; the site context does not provide constraints that would support a more restrictive allocation. Ongoing pre-application discussions with the landowner have confirmed the viability of redevelopment of this site.

ACT5, although in the town centre, is an infill site bounded by residential back gardens/railway with the narrow High Street frontage largely covered by a Green Corridor designation. The site constraints therefore support a relatively restrictive designation to ensure the proposed uses are compatible with and respond appropriately to the surrounding context.

- **ACT2, ACT3, ACT4 - Are the design principles clear, justified and flexible enough to be effective?**

The design principles for each site are considered to be sufficiently clear, justified and flexible to be effective, having taken into account the NPPF; the London Plan; CS and DM Plan policies; relevant evidence base studies; advice and recommendations from key agencies; and views expressed through public consultation.

The design principles take account the site characteristics and the local context and are therefore considered justified to ensure that sustainable development is achieved that both addresses constraints and exploits opportunities in a manner that is

compatible with neighbouring uses and the wider area. The Council considers that this approach is justified to ensure that the site allocations support the achievement of CS and other relevant plan policies.

The requirements are considered to be clear and reasonable in that they provide sufficient clarity regarding potential requirements/opportunities for those bringing forward development proposals to consider at the planning application, while avoiding undue prescription. Requirements relating to residential quality are in line with those set out in the London Housing SPG/DM DPD and considered necessary to ensure that an acceptable level of amenity for occupiers will be achieved in the context of a harsh urban environment.

- **ACT2 – Is the development site boundary appropriate. Should it include other buildings?**

The development site boundary as drawn encompasses a single ownership with known development interest. Inclusion of other buildings is not considered necessary to support achievement of CS objectives and may have a negative impact on the deliverability of the site.

- **ACT6 (Acton Crossrail Station, formerly ACT7) – How will the allocation reduce the environment impact of the industrial activities on the surrounding residential areas? Is it compatible with Ealing’s Sustainable Communities Strategy?**

The allocation seeks to reduce the environmental impact of the industrial activities through support for consolidation/reconfiguration of existing uses and improved site operation, within the context of safeguarding for essential aggregates/waste functions. However, the management of the existing uses is outside the scope of the DS and is more appropriately addressed through regulatory and/or enforcement functions.

Area 2 – Ealing

- 3.5 An overarching issue for Ealing is whether the development sites would revitalise Ealing Metropolitan Centre, including defining and reinforcing its character, as envisaged by the CS.**

- 3.6 An overarching issue for West Ealing is whether the sites form part of a wider strategy for West Ealing? Should there be a more holistic approach? Can the infrastructure cope with the new development?**

The Area Spatial Strategy for Ealing highlights the various roles/functions of the character areas within Ealing Metropolitan Town Centre and the contribution that the identified development sites will make to achievement of the objectives for the town centre as set out in the CS. The approach of the DS is therefore based on a holistic approach to the town centre as a whole, and responds to the objectives for each sub-area, of which West Ealing is one, as set out in the CS.

Provision is made within the Council’s general planning policies to mitigate the impact of new development on local infrastructure and services, including securing contributions to social infrastructure through legal agreement, subject to the statutory tests.

The Infrastructure Delivery Plan (and Schedule) provides an indication of the variety of infrastructure planned to meet the needs arising from anticipated growth set out in the CS. The Council is also working towards implementing its own Community Infrastructure Levy (CIL) and as part of that, will produce a Regulation 123 list of

infrastructure priorities for spending CIL monies. These will be informed by the IDP and requirements arising from new development.

In addition, the Council is producing a School Sites DPD to help identify sites for primary and secondary schools in the borough to meet anticipated need. Ealing, including West Ealing, is one of the priority areas of search.

3.7 Additional site specific matters include:

- **EAL7, EAL13, EAL18 – Are the design principles clear, justified and flexible enough to be effective? Will there be sufficient parking provision for the town centre?**

The design principles for each site are considered to be sufficiently clear, justified and flexible to be effective, having taken into account the NPPF; the London Plan; CS and DM Plan policies; relevant evidence base studies; advice and recommendations from key agencies; and views expressed through public consultation.

The design principles take account of the site characteristics and the local context and are therefore considered justified to ensure that sustainable development is achieved that both addresses constraints and exploits opportunities, in a manner that is compatible with neighbouring uses and the wider area. The Council considers that this approach is justified to ensure that the site allocations support the achievement of CS and other relevant plan policies.

The requirements are considered to be clear and reasonable in that they provide sufficient clarity regarding potential requirements/opportunities for those bringing forward development proposals to consider at the planning application stage, while avoiding undue prescription. Requirements relating to residential quality are in line with those set out in the London Housing SPG/DM DPD and considered necessary to ensure that an acceptable level of amenity for occupiers will be achieved.

The site allocations conform with the Council's strategy for parking within the town centre, and where appropriate stipulate that the level of public parking provision on site is to be determined in negotiation with the Council.

- **EAL1, EAL3, EAL4, EAL11, EAL14, EAL15 and EAL17 – Do the design principles take sufficient account of non designated heritage assets? Is it necessary to specify demolition /refurbishment /modification?**

English Heritage has indicated general support for the overall approach to heritage assets within the DS. EAL1, EAL3 and EAL4 are within Conservation Areas and therefore any demolition would be subject to the statutory consent process. Otherwise, the approach to non-designated heritage assets is consistent with DM Policy 7C Heritage. The Council is currently undertaking a review of local heritage assets, the results of which will be published as the Council's Heritage Assets Register.

As this Register sits outside the Local Plan and is updated regularly, reference to local heritage assets is not included in the DS unless a local asset is considered to have an additional role in the townscape. It would be inappropriate to specify demolition/refurbishment/modification in the absence of full analysis of the assets' significance, which is most appropriately conducted at the time of application.

- **EAL8, EAL10 - Are the allocated uses justified/too restrictive/viable?**

EAL8 and EAL10 are within the Office Quarter as defined by Policy 2.5 of the CS, therefore the allocation is justified. Recent redevelopment in the area, for example at

113 Uxbridge Road, indicates the viability of large-floorplate office development in this area. The evidence base supports the restrictive nature of the allocation. Notably the London Office Policy Review and the Mayor's Draft London Town Centres SPG provide regional level evidence of the importance of promoting office development in this location, and the NPPF of the importance of protecting and supporting existing businesses.

- **EAL12 – Is residential use unsuitable because of the railway?**

Residential use is generally promoted in areas of high accessibility, including over or in close proximity to railway stations. Therefore the principle of residential use is considered appropriate in this location although the allocation does not prescribe residential use. As stated in the Design Principles, proposals for residential use would be required to demonstrate a satisfactory level of amenity as assessed against relevant London Plan and DM DPD policies.

- **EAL17 – Would low rental accommodation of value to the community be lost?**

The London Plan and DM DPD provide guidance regarding an appropriate mix of uses within town centres which would apply to this site; Policy 4.9 Small Shops of the London Plan reflects the extent to which the size of shop units can be controlled through the planning process. It is considered that rental levels set by private landowners are outside the scope of the DS and planning controls in general.

Area 3 – Greenford

3.8 An overarching issue for Greenford is whether the development sites will enhance and consolidate Greenford Town Centre.

3.9 Additional site specific matters include:

- **GRE1 is there a conflict with the existing uses? Will the character be harmed by the allocation?**

GRE1 is within the boundaries of Greenford District Town Centre as defined by the London Plan therefore the allocation for mixed-use development appropriate to the town centre is considered justified. The allocation requires retention of the existing community uses such that proposals will be required to demonstrate compatibility with these uses through the planning application process, having regard to relevant London Plan and DM DPD policies. The design principles ensure that the character of the POS and the local heritage assets will be preserved.

Area 4 - Hanwell

3.10 An overarching issue for Hanwell is whether the development sites would enhance and consolidate Hanwell Town Centre as envisaged by the CS. What happens to the existing uses that are occupying the development sites?

The allocations for HAN1, HAN2 and HAN3 allow for the retention of the existing uses in addition to identifying opportunities for the introduction of new uses to the sites to support the vibrancy of Hanwell as a District Centre and promote more efficient use of land.

Area 5 – Southall

3.11 Overarching issues for Southall are whether the development sites will revitalise Southall Town Centre and whether sufficient land been identified for additional community buildings to meet local need, as envisaged by the CS. Should there be a greater provision of open space?

The IDP sets out the required social infrastructure provision in Southall over the plan period, and as set out in Section 2 provision of social infrastructure on any of site within the DS will generally be supported. The evidence base does not indicate a requirement to identify additional land for community buildings at this point in time. Notwithstanding this, provision is made within the Council's general planning policies to mitigate the impact of new development on local infrastructure and services, including securing contributions to social infrastructure through legal agreement, subject to the statutory tests.

Three site allocations within Southall include provision for significant new areas of Public Open Space to redress the deficiencies in the wider area: SOU5 Southall West, SOU6 Southall East and SOU7 Havelock. The actual size and nature of POS provision on each site will be set out in the Southall OAPF, having reference to the borough's Green Space Strategy and DM policies.

3.12 Additional site specific matters include:

- SOU5 - How will the development be integrated into the town? What will the effect of the proposed retail be on the town centre? Are the design principles clear, justified and flexible enough to be effective. What measures have been considered to ensure that traffic can be accommodated in the area? Has the funding for the additional infrastructure been taken into account and how does this affect the viability of the site? Should reference be made to the character of the Grand Union Canal? What is the position with Hillingdon Council about cross boundary issues?

Changes to the boundary of Southall Town Centre to incorporate the development were agreed with the GLA and adopted in the CS. SOU5 has outline planning permission for the nature, scale and layout of uses proposed on the site, and full planning permission for the required access roads as set out in the listed relevant planning applications; the S106 associated with these permissions includes implementation of significant transport measures. As set out in paragraph 47 of the NPPF, sites with planning permission should be considered deliverable. The SoCG with Hillingdon regarding cross boundary issues is included in Appendix B.

- SOU6 – Are the allocated uses justified/too restrictive/viable? Are the design principles clear, justified and flexible enough to be effective? What is the status of the Southall Opportunity Area Planning Framework? How has it/will it influence the design principles?

The design principles for each site are considered to be sufficiently clear, justified and flexible to be effective, having taken into account the NPPF; the London Plan; CS and DM Plan policies; relevant evidence base studies; advice and recommendations from key agencies; and views expressed through public consultation.

As per paragraph 3.41 of the Mayor's Land for Industry and Transport SPG, land released from SIL designation must be re-used to meet strategic as well as local priorities, with housing and appropriate mixed development the key priority. Because the site is outside the town centre boundary, relatively detailed guidance is necessary to ensure the site makes an appropriate contribution to the objectives of the London Plan (articulated through the Southall OAPF) and the CS.

The design principles take account the site characteristics and the local context and are therefore considered justified to ensure that sustainable development is achieved that both addresses constraints and exploits opportunities in a manner that is compatible with neighbouring uses and the wider area, particularly the London Plan requirement that new uses proposed on land released from industrial designation

must not compromise the operational integrity of the remaining designated industrial land.

The requirements are considered to be clear and reasonable in that they provide sufficient clarity regarding potential requirements/opportunities for those bringing forward development proposals to consider at the planning application, while avoiding undue prescription. Requirements relating to residential quality are in line with those set out in the London Housing SPG/DM DPD and considered necessary to ensure that an acceptable level of amenity for occupiers will be achieved.

Ealing Council and the GLA are preparing the Southall OAPF jointly; it is supplementary guidance to the London Plan and sets out the Mayor's strategic priority to the area over the next 20 years, based on a comprehensive analysis and review of the local context. Ealing will also adopt the OAPF as a supplementary planning document (SPD). The allocation therefore sets broad objectives for the site that are considered to be appropriately justified/sufficiently flexible to provide the context for considering options and producing more detailed guidance through the OAPF.

As supplementary guidance, the OAPF does not establish new policies but provides further guidance on the implementation of those policies contained within Ealing's Local Plan and the London Plan, which together form the Development Plan for the borough, specifically to the Southall area. The OAPF will be a material consideration for decisions on planning applications that fall within the OA.

Area 6 - Other important sites

3.13 Will the other important sites contribute to the CS delivery strategy? Should there be an introduction to this section explaining the role and contribution of these sites to the development strategy?

The sites in this section have been included due to their direct contribution to CS objectives; the relevant CS policies to which these sites will contribute is referenced in the 'Development Strategy Policies' section, with further information on the role/contribution of these sites set out within the justification.

3.14 Additional site specific matters include:

- OIS1 - Are the allocated uses justified/too restrictive/viable?

The allocated uses are in line within those set out for the Southern Gateway of the Park Royal Opportunity Area, set out by the Mayor in the Park Royal OAPF. The allocation is sufficiently flexible to accommodate the outcomes of the review of the Park Royal OAPF currently underway.

- OIS2/3/4 – Is the wording sufficiently clear to ensure a balance between development and landscaping? Are the design principles clear, justified and flexible enough to be effective?

The balance to be achieved between landscaping and development is set out in the objectives of Policy 5.3 of the CS. The design principles for each site are considered to be sufficiently clear, justified and flexible to be effective, having taken into account the NPPF; the London Plan; CS and DM Plan policies; relevant evidence base studies; advice and recommendations from key agencies; and views expressed through public consultation.

The design principles take account the site characteristics and the local context and are therefore considered justified to ensure that sustainable development is achieved

that both addresses constraints and exploits opportunities in a manner that is compatible with neighbouring uses and the wider area. The Council considers that this approach is justified to ensure that the site allocations support the achievement of CS and other relevant plan policies.

The requirements are considered to be clear and reasonable in that they provide sufficient clarity regarding potential requirements/opportunities for those bringing forward development proposals to consider at the planning application, while avoiding undue prescription. Requirements relating to residential quality are in line with those set out in the London Housing SPG/DM DPD and considered necessary to ensure that an acceptable level of amenity for occupiers will be achieved in the context of a harsh urban environment.

- OIS5 – How long will Acton Storm Tanks be required by Thames Water? Will this site be viable/deliverable by 2021? How will cross boundary issues with Hammersmith and Fulham Council be dealt with? What are the implications of the Thames Tunnel?

The delivery of the Thames Tideway Tunnel has been confirmed, and the completion date on this site is projected to be within the plan period (2021). It is considered appropriate that there is sufficient guidance to support options that may come forward by the end of the plan period (2026). Dependent on the final design of the Thames Tunnel and the options currently under consideration, it is a suitable location for housing development on land that is surplus to operational requirements; the allocation is explicit that the development potential of the site for other uses is subject to the operational requirements of the Thames Tunnel.

In light of the renewed Safeguarding Direction served post submission by the SoS for Communities and Local Government, if deemed appropriate the Council would consider referencing the Safeguarding Direction in the site allocation.

- OIS7 – (Greenford Green formerly OIS8) - Are the allocated uses justified/too restrictive/viable?

The relatively restrictive nature of the allocation is supported by the evidence base. In assessing the site, the Employment Land Review concludes that overall the existing employment uses should be retained, with consideration being given to the redevelopment opportunity in the northern section of the site should. The ELR raises the possibility of new offices in the northern area of the site, but cautions that deliverability would likely be marginal due to the difficulty of achieving office rental values to support redevelopment.

In considering the appropriate mix of uses across the site, and proposing the release of the northern section of the site from SIL designation, the Council has taken into account the relevant regional level guidance applicable to Ealing's categorisation as a 'limited transfer' borough for release of industrial land (whether designated or not), as well as existing uses/site constraints.

The 'limited transfer' categorisation required a consideration of local variations of demand in the borough, with a view to reconfiguring the borough's portfolio of industrial land to safeguard the best quality sites and phasing release to reduce vacancy rates towards the 'frictional rate'. Frictional vacancy is required to enable the industrial land market to operate smoothly by allowing for some vacant land at any given time.

As advised in paragraph 3.7 of the Land for Industry and Transport SPG, boroughs with an industrial land vacancy rate of less than 5 percent should make an allowance in DPDs for the frictional vacancy rate to remain the same over the plan period;

according to the 2010 London Industrial Baseline, the vacancy rate across Ealing is 4 percent.

In view of the evidence base and the corresponding guidance in paragraphs 3.27-3.29 of the SPG, Ealing's borough-wide approach to managing the industrial land portfolio has been to adopt a plan-led, as opposed to development management led, approach.

The portion of the site to the north of the canal is not in active industrial use, nor has it been within the last five years. Despite a historical designation as SIL, the portion of the site to the north of the canal is comprised of a mix of modern and old office accommodation (largely vacant), including a Grade II Listed Building. The site allocation therefore serves to manage the transfer of this poor quality site through identifying priority uses for the site in line with SPG Policy SPG3.

The portion of the site south of the canal to Rockware Avenue is in active industrial use. No compelling evidence has been provided to support the site's release from its existing use, in contrast to the recommendations of the ELR, in terms of the supply/demand balance of industrial land; the achievement of any other planning objectives; or any indication that the majority occupiers intend to vacate in the near future. The site allocation therefore serves to retain this site in active industrial use, recognising its functional relationship with the existing SIL to the west.

Therefore in light of the above and the guidance contained within London Plan Policies 2.17 and 4.4, and the Mayor's Land for Industry and Transport SPG, the Council accepts the GLA view, set out in ED8, that the land south of the canal to Rockware Avenue is most appropriately designated as a Strategic Industrial Location (SIL), in addition to being allocated for industrial (B1c, B2, B8) use via the site allocation.

- **OIS8 (St Bernard's Hospital formerly OIS9) - When is this scheduled by West London Mental Health NHS to become available for development? Are the allocated uses justified/too restrictive/viable?**

As set out in the indicative delivery timetable, this site is projected to come forward throughout the plan period as a result of WLMH NHS Trust's phased delivery programme. Pre-application discussions with the landowner have confirmed that the allocated uses are appropriate and viable, within the context of the site constraints.

LONDON BOROUGH OF EALING DEVELOPMENT SITES DPD

STATEMENT OF COMMON GROUND

Between

LONDON BOROUGH OF EALING
and
LONDON BOROUGH OF HILLINGDON

Representation Ref: DS44/SOU5

JANUARY 2013

1. INTRODUCTION

- 1.1. The Statement of Common Ground relates to the issues raised by the London Borough of Hillingdon in their written representation to Ealing's Development Sites DPD: Final Proposals (Publication Stage June 2012) in respect of site allocation SOU5 Southall West.

2. BACKGROUND

- 2.1. London Borough of Hillingdon raised the following issue through their representation to the Development Sites DPD: Final Proposals (Publication Stage June 2012) in respect of SOU5 Southall West:
 - **Lack of reference to the cross-boundary issues related to the existing outline planning permission and the requirement for future detailed planning approval from London Borough of Hillingdon**
- 2.2. The outline planning permission (P/2008/3981) for SOU5 Southall West (known as the Southall Gas Works site) has established the acceptable mix of uses within the red line of SOU5, however the delivery of the scheme is dependent on the provision of a new access road and two footbridges which extend beyond the site boundary onto land in the London Borough of Hillingdon.
- 2.3. Both boroughs have signed legal agreements in respect of the existing outline planning permission, and Annex 1 of the London Plan 2011 sets out the strategic policy direction for the Southall Opportunity Area, within which SOU5 is located.

3. MATTERS OF AGREEMENT

- 3.1. The allocation for SOU5 Southall West for mixed use development as approved in outline planning permission P/2008/3981 (LBE reference) and grant of part outline/part full planning permission by the Major of London (GLA reference 54814/APP/2009/430).
- 3.2. That, subject to the following insertions being made to SOU5 referencing the cross boundary issues and the conditions of the extant planning permission to be discharged by London Borough of Hillingdon, site allocation SOU5 would adequately address the issue raised by the London Borough of Hillingdon in their representation Ref: DS44/SOU5.

- Proposed addition to ‘Relevant Planning Applications’ section:
54814/APP/2009/430 (GLA)
- Proposed text to replace the final sentence of paragraph one of Design Principles:

“The permission requires widening of the South Road Bridge and is dependent on the provision of a new access road to allow vehicle, cycle and pedestrian access from the Hayes By-Pass and two new footbridges to allow pedestrian and cycle access to the Minet Country Park. These western access points extend beyond the site boundary and will required detailed planning approval from the London Borough of Hillingdon in accordance with the conditional planning permission granted on 29 September 2010 by the Mayor of London .”

4. CONFIRMATION OF AGREEMENT

- 4.1. As per the attached correspondence, both parties agrees that, subject to the revisions set out in this Statement of Common Ground being made to paragraph one of the Design Principles of site allocation SOU5 Southall West and reference to the Mayor of London’s decision notice (ref: 54814/APP/2009/430), the concerns raised by the London Borough of Hillingdon in representation ref: DS44/SOU5 will have been addressed.

From: [Brian Whiteley](#)
To: [Karen Montgomerie](#)
Subject: Re: SOU5 Southall West (Southall Gasworks) - Final Statement of Common Ground
Date: 01 February 2013 16:47:31

Karen,

To confirm: the proposed wording accurately reflects the wording proposed in the Hillingdon letter of 22 January 2013.

Regards,
Brian Whiteley,
Local Development Framework Team Manager,
Residents Services Directorate,
London Borough of Hillingdon,
3N/02, Civic Centre, High Street, Uxbridge UB8 1UW.

tel: 01895 250230 ext 8301 / direct 01895 558301
www.hillingdon.gov.uk

On 31 January 2013 17:37, Karen Montgomerie <MontgomerieK@ealing.gov.uk> wrote:

Hi Brian,

Attached is the final version of the SoCG with the additional wording as requested by your letter of 22 Jan 2013. Please can you confirm by return email that Hillingdon is satisfied with the final version to be included in the submission to Secretary of State.

Thanks, Karen

From: Brian Whiteley [<mailto:bwhiteley@hillingsdon.gov.uk>]
Sent: 23 January 2013 12:02
To: Karen Montgomerie
Subject: Re: Southall Gasworks - Proposed Statement of Common Ground

Karen,

Apologies for the delay in replying - I am out of the office this afternoon but please ring me tomorrow if you have any queries regarding this reply. A copy also has been sent by post.

Regards,

Brian Whiteley,

Local Development Framework Team Manager,

Residents Services Directorate,
London Borough of Hillingdon,
3N/02, Civic Centre, High Street, Uxbridge UB8 1UW.

tel: 01895 250230 ext 8301 / direct 01895 558301

www.hillingdon.gov.uk

On 19 December 2012 11:20, Karen Montgomerie <MontgomerieK@ealing.gov.uk> wrote:

Hi Brian,

I've revised the SoCG to mention the GLA consent letter and am suggesting that the GLA application number should be referenced in the site allocation. Are you fine with the wording for the suggested additional para in the site allocation? I'd like to leave it in there as I think it's important to highlight the cross-boundary issues, particularly as the Mayor's consent letter have several conditions that will need to be discharged by Hillingdon.

Changes are highlighted in green. If you'd prefer different wording please let me know.

Thanks, Karen

From: Brian Whiteley [mailto:bwhiteley@hillington.gov.uk]
Sent: 18 December 2012 18:30
To: Steve Barton; Karen Montgomerie
Subject: Re: Southall Gasworks - Proposed Statement of Common Ground

Steve / Karen,

I have checked our e-records and found the relevant consent letter from the GLA.

Should the SoCG simply refer to this letter and the need for subsequent detailed planning consent from LB Hillingdon for any of the proposed bridge links?

Regards,

Brian Whiteley,
Local Development Framework Team Manager,
Residents Services Directorate,
London Borough of Hillingdon,
3N/02, Civic Centre, High Street, Uxbridge UB8 1UW.

tel: 01895 250230 ext 8301 / direct 01895 558301

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On 13 December 2012 12:23, Brian Whiteley <bwhiteley@hillington.gov.uk> wrote:

Steve / Karen,

Having checked with development management colleagues here, would you firstly clarify the position with the consents granted so far on this site?

Beside the outline permission referred to in the draft Development Sites DPD which established the general principles for the proposed development, is there also a full application - subsequently approved by the Mayor of London - which included consent for the vehicle, cycle and pedestrian access referred to in the proposed SoCG?

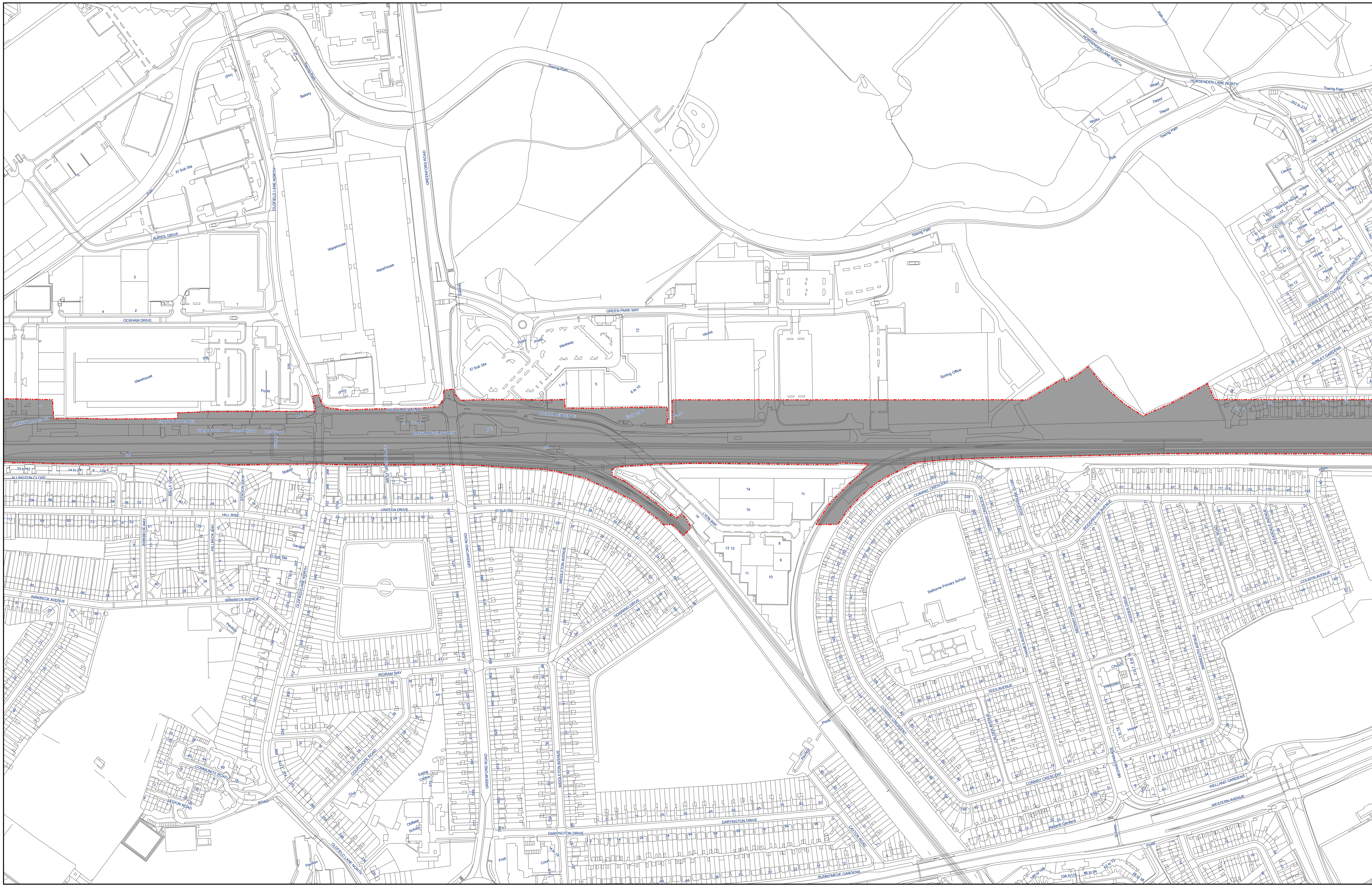
NB: in the draft SoCG is the borough name given at the end of paragraph 2.2 meant to be Hillingdon rather than Ealing?

Regards,

Brian Whiteley,
Local Development Framework Team Manager,
Residents Services Directorate,
London Borough of Hillingdon,
3N/02, Civic Centre, High Street, Uxbridge UB8 1UW.

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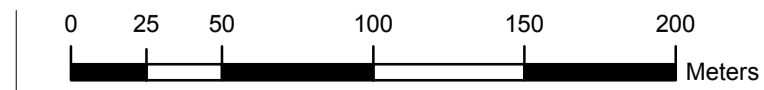


FOR CONTINUATION SEE MAP NO. 12

FOR CONTINUATION SEE MAP NO. 10

Legend

- Limits of Land Subject to Consultation (Safeguarding Limits)
- Areas of Surface Interest
- District Boundaries



Scale at A1:1:2,500 Scale at A3:1:5,000



**HIGH SPEED TWO
DRAFT
SAFEGUARDING DIRECTIONS
MAP NO. 11**

HIGH SPEED TWO LTD
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BRESSENDEN PLACE
LONDON, SW1E 5DU

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