

## Report of the Head of Planning, Sport and Green Spaces

**Address** WEST DRAYTON STATION STATION APPROACH YIEWSLEY

**Development:** Application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

**LBH Ref Nos:** 31592/APP/2015/186

**Drawing Nos:** WSN1B-CNS-DRG-NCA-000003 REV A0  
WSN1C-EAR-DRG-BEN-000310 REV P0  
WSN1C-EAR-DRG-BEN-000309 REV P0  
WSN1C-EAR-DRG-BEN-000308 REV P0  
WSN1C-EAR-DRG-BEN-000306 REV P0  
WSN1C-EAR-DRG-BEN-000305 REV P0  
WSN1B-CNS-DRG-NCA-000002 REV A0  
WSN1C-EAR-DRG-BEN-000304 REV P0  
WSN1C-EAR-DRG-BEN-000303 REV P0  
WSN1C-EAR-DRG-BEN-000302 REV P0  
WSN1C-EAR-DRG-BEN-000301 REV P0  
WSN1C-EAR-DRG-BEN-000300 REV P0  
WSN1B-CNS-DRG-NCA-000013 REV A0  
Written Statement for Information  
Design and Access Statement

**Date Plans Received:** 19/01/2015

**Date(s) of Amendment(s):**

**Date Application Valid:** 19/01/2015

### 1. SUMMARY

The principle of the development has been established under the Crossrail Act 2008, however Schedule 7 requires the Local Planning Authority to approve details in relation to construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

These construction arrangements contribute to improving the linkages within London and the overall regeneration objectives of the area in compliance with London Plan (July 2011) Policies, and it is recommended that the Plans and Specification submission for permanent works under Crossrail Act 2008, Schedule 7 be approved.

### 2. RECOMMENDATION

**APPROVAL subject to the following:**

#### INFORMATIVES

1

Crossrail are requested to investigate, when they remove the cast iron brackets supporting

the existing canopies, whether they can be reused (even for an aesthetic purpose) elsewhere within the station. Where a bracket is of re-usable quality, these should be carefully incorporated into the station building and surrounds during the construction works

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

West Drayton Station is located on the western route of the Crossrail Network between Hayes and Harlington and Iver Stations. The station building is Locally Listed and consists of a station building, a southern entrance building and four operational platforms.

The main entrance building is situated on Station Approach to the south of the Grand Union Canal, east of the High Street and on the northern side of the railway line. It is constructed of buff brick with red brick banding and has two tall chimneys and a crown of ironwork at the centre of the roof. The southern entrance to the station is located in Warwick Road and is a two storey brick built structure giving access to a subway which provides stepped access to all platforms. The site is lined to the south by mature trees behind residential properties.

#### **3.2 Proposed Scheme**

The Crossrail Act 2008 provides powers for the construction and operation of Crossrail. Schedule 1 of the Act describes the 'scheduled works' that the nominated undertaker will be authorised to carry out.

The Crossrail Act gives deemed planning permission for the proposed works, subject to conditions imposed by Section 10 and Schedule 7 of the Act, which requires plans and specifications for the operations and works and construction arrangements to be approved by the Local Planning Authority. It sets out the items requiring further detailed approval for both permanent works (referred to as 'plans and specification') and temporary works (referred to as construction arrangements).

##### **1. New Footbridge, Stairs and Lift Shafts**

The proposed footbridge will be constructed to the east of the existing station building and subway, perpendicular to the railway line. The enclosed footbridge will consist of two spans providing lift shafts and stair access to platforms 2/3 and 4/5.

##### **2. Station extension and entrance canopy and lighting works**

###### **-Covered walkway**

An extension to provide a covered walkway will be constructed, attached to the eastern elevation of the existing station building and extending east connecting to the new footbridge and lift shafts. The new walkway will be approximately 40 metres in length and 5 metres in width. The structure will also be provided with an opening in the northern (front) elevation to provide a secondary northern entrance from the street, leading directly to the gateline and footbridge for passengers.

###### **- Entrance canopy**

The existing corrugated steel front entrance canopy of the main station building will be removed and replaced. The new canopy will be approximately 35 metres, spanning the full length of the existing station building and across to the front of the covered walkway structure to cover over the new secondary entrance.

In ground uplighters are proposed directly underneath the canopy and extending slightly towards the footbridge to enhance the appearance of the front elevation of the new station facade.

- Modifications

The only alteration to the existing station building will be the formation of an opening into the eastern elevation to the proposed covered walkway.

3. Lift shaft within southern entrance building

A lift shaft to provide a platform lift will be provided within the existing southern entrance building opposite to the existing staircase, to provide step free access for passengers from street level to platform 1.

4. Platform extensions and lighting

Platform 2/3 is to be extended to the east by approximately 56 metres along the Platform 2 face and 66 metres along the Platform 3 face.

Platform 4/5 is to be demolished to the west by 4 metres to ensure minimum structural clearances and Platform widths between lines. Platform 4 will be extended to the east by 58.1 metres.

Platform 5 will be extended to the east by 211.6 metres.

New lighting will be provided on all of the platforms consisting of 5 metres high single and double headed Urbis lighting columns.

5. Platform canopies and retaining wall

Canopies to shelter passengers from wet weather are proposed for platform 4/5, however the design of these is yet to be finalised, therefore these are shown only for information

### 3.3 Relevant Planning History

31592/APP/2012/1737 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Construction Arrangements in respect of handling or re-use of spoil and top soil, storage sites, screening, artificial lighting, suppression of dust and measures to prevent mud on highway. The Construction Arrangements to be associated with the construction of an extension to the southern most rail platform at the existing West Drayton Station rail station.

**Decision:** 06-09-2012 Approved

31592/APP/2012/1739 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of an extension to the southern most rail platform at the existing West Drayton Station rail station.

**Decision:** 06-09-2012 Approved

31592/APP/2014/1062 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Construction

Arrangements in association with West Drayton Station. The Construction Arrangements to be associated with the construction of new footbridges, retaining wall, foot/cycle path, platform modifications and canopy modifications.

**Decision:** 20-05-2014 Approved

31592/APP/2014/2542 West Drayton Railway Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of canopies and a retaining wall at West Drayton Station.

**Decision:** 26-11-2014 Approved

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

There have been a number of submissions under the Crossrail Act for associated works, which are listed above.

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

##### **UDP / LDF Designation and London Plan**

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.HE1 (2012) Heritage
- PT1.BE1 (2012) Built Environment
- PT1.T2 (2012) Public Transport Interchanges

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- BE13 New development must harmonise with the existing street scene.
- BE8 Planning applications for alteration or extension of listed buildings
- LPP 2.8 (2011) Outer London: Transport
- LPP 5.3 (2011) Sustainable design and construction
- LPP 6.2 (2011) Providing public transport capacity and safeguarding land for transport
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.19 (2011) Biodiversity and access to nature

LPP 6.4	(2011) Enhancing London's Transport Connectivity
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
R16	Accessibility for elderly people, people with disabilities, women and children

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th February 2015**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

123 residents were consulted on the application and 4 responses were received in response. These responses raised the following concerns:

1. Concern that the proposals do not include additional car parking for station users;
2. Consider that station could offer car parking on their land and offer discounts, similar to supermarkets;
3. Potential for residents to suffer from unnecessary traffic congestion;
4. The station entrance canopy is a significant part of the station frontage and should not be removed;
5. Could the canopy on the south side entrance not be restored as there is no new building to match it with;
6. Concern with regards to the access from Platforms given the distance between. There is also no apparent provision of a canopy to platforms 2/3.

### SUPPORT

1. Developers of the site known as Kitchener House are generally in favour of the application but query why the access of Warwick Road is not also receiving refurbishment. This secondary access needs to be upgraded and now would be a good time to do this.

### EXTERNAL CONSULTTEES

#### NATURAL ENGLAND

Natural England has reviewed the application and is of the opinion that it does not affect any priority areas for Natural England, therefore no objection is raised to the application.

#### ENGLISH HERITAGE

The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

### Internal Consultees

#### TREES

LANDSCAPE CHARACTER / CONTEXT:

#### Site description:

- The site is occupied by locally listed West Drayton Station. The rail tracks cross over Station Road, by an over bridge separating Yiewsley Town Centre to the north and West Drayton Town Centre to the south.
- This station forms a part of the proposed Crossrail railway link between Shenfield Wood and Abbey Wood in the east and Heathrow and Maidenhead in the west.
- The main entrance is situated on Station Approach to the north of the rail tracks and south of the Grand Union Canal. There is also a southern entrance, accessed from Warwick Road.
- The only trees close to the station are those lining the southern boundary / embankment behind the residential properties in Warwick Road.

#### Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.

#### Landscape constraints / opportunities:

- The principle objective of the application is related to the operational requirements of the station and the improved rail link.
- There is the potential for associated hard and soft landscape enhancements to the public realm, notably within Station Approach.

#### PROPOSAL:

The proposal is an application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

#### LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- No trees or other landscape features of merit will be affected by the proposal.
- The drawings indicate that these proposals affect the station buildings and pedestrian access to the platforms, to which there is no objection.
- Drawing No. WSN1C-EAR-DRG-BEN-000302 Rev P.04, Proposed Building Plan Platform, indicates a possible re-arrangement of the station forecourt to the north of the north entrance. This is accompanied by the annotation 'Station Approach - New urban realm including car parking provision by others'.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the public realm proposals preserve and enhance the character and local distinctiveness of the area.

#### RECOMMENDATIONS:

No objection, subject to the above observations.

OFFICER COMMENTS: The improvements detailed to the public realm, are indicative at this stage and any landscaping and non structural works within the curtilage are shown for information only and not for approval as part of this Plans and Specification submission. These matters will be contained within the Site Restoration Scheme, to be submitted at a later date.

#### CONSERVATION

BACKGROUND: The current West Drayton Railway Station was constructed in 1884 for the Great

Western Railway (GWR). It is included on Hillingdon's Local List of buildings of architectural or historic importance and therefore constitutes a heritage asset. It is a very good example of the GWR style of the period, featuring cream brick with red banding, tall chimneys, a crown of spiky ironwork on the booking office roof, and valancing in sweeping curves on the island platform ends. The rear (Southern Entrance) forms part of the concept and is equally well designed with cream brick, red banding and canopy. The two main entrance buildings, subway, and platform structures survive intact and form a group.

West Drayton Railway Station is on the original line of the Great Western Railway, and was opened on 04 June 1838 at the same time as the line. However, the original station was located slightly to the west of the current station, and was relocated to its current position from 09 August 1884 when the branch to Staines was opened.

COMMENTS: The proposed works include the construction of new station extension to provide a covered walkway between the main station building and the new footbridge; a new entrance canopy; provision of lift shaft within existing southern building; a new footbridge with new stairs and lift shafts to platforms 2/3 and 4/5; extensions to platforms 2/3 and 4/5 including new platform lighting; and the installation of new station lighting and other minor works.

All of the works are acceptable in principle, but as designed, are totally unacceptable.

#### Existing main station building

In general, the refurbishment works to the existing main entrance building are acceptable, especially the removal of all the later signage, sign boards, roller shutter boxes and broad clutter. However, the removal and replacement of the existing canopy and loss of the original canopy brackets is completely unacceptable. Whilst I accept that the existing brackets may be in poor condition, there is no reason to believe that they could not be repaired and overhauled to a standard to take a glazed canopy. The original brackets are an essential feature of the building and it is pointless improving its overall appearance, and then removing its main feature. Indeed, the brackets being removed from the platforms could be salvaged and used here. Another option might be to use a lightweight covering (or combination). I note that a structural engineer has not examined the brackets.

I should also point out that the refurbishment should maintain the existing timber frame windows and provide a new timber main door. Further, details of a new side gate and railings to the West side of the station are required as well as specific details of the signage.

#### Link building and new station entrance

No objection to the subservient glazed link building between the existing station building and the new entrance. This is to be simple glazed sheets of glass. However, the new station entrance and canopy requires further consideration. The new entrance should 'announce itself' as the way in. The entrance building should stand-out either by being raised or projecting forward. The signage could be a feature. The long canopy should not be attached to the existing station and should be incorporated into a revised design. No objection to the curtain wall system as a concept. A redesign would result in a less clunky and bulky structure. It should take precedent from the new Hayes and Harlington Crossrail station.

#### The new footbridge

There is no objection in principle to the footbridge. However, the new lift towers are especially bland and it was discussed making the North entrance tower of a more contemporary design and integrating this element with the new entrance. The latest design does not incorporate this and glazing the top part and adding a 'roundel' hardly achieves the right outcome. The arrangement between the stair, lift walkways (upper and lower levels) and lift is particularly disjointed. I therefore maintain this part of the

scheme needs to be reconsidered along with the new entrance.

#### Southern entrance

The Warwick Road entrance should be refurbished and the existing canopy and brackets overhauled. New sign boards would also help.

#### Platform canopies

I accept that the existing canopies to the platform buildings need to be altered, but regret the loss of the cast iron brackets and overall appearance. I consider the new canopies proposed to be crude and would prefer a more traditionally designed replacement/arrangement.

In conclusion, I consider that the proposals need further revision to make them acceptable. It is important to preserve the character or appearance of Locally Listed buildings. In my view, revisions would better meet the NPPF's guidance (9) by seeking positive improvements in the quality of the built and historic environment, including replacing poor design with better design.

**CONCLUSION:** Unacceptable. The proposal will not sustain the significance of the heritage asset.

**OFFICER COMMENTS:** Commentary on these issues is provided in the relevant section of this report.

#### ACCESS

West Drayton Station, which is located south of the Grand Union Canal in Station Approach, is understood to have been constructed in 1878 and is a locally listed building.

This proposal is to construct a new station extension to adjoin the main building. This will include a new footbridge, lifts and stairs to provide step free access throughout the station. The works would also include a new entrance canopy, extensions to platforms 3/4 and platforms 4/5 as well as new lighting. This planning application forms part of the Crossrail Act 2008 and is subject to separate planning regulations.

There has been much dialogue throughout the design process, which has included correspondence and meetings with Network Rail to incorporate accessibility to its maximum potential. Discussions are ongoing concerning the feasibility of incorporating a 'Changing Places' or other type of enlarged accessible toilet cubicle within the station complex or in the local area close to the station.

No further comments are deemed necessary.

Conclusion: acceptable

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The Crossrail Act 2008 granted the principle of a cross route railway and gives deemed planning permission for the proposed works, subject to conditions imposed by Section 10 and Schedule 7 of the Act, which requires plans and specifications for the operations and works to be approved by the Local Planning Authority.

The extent of the deemed planning permission is determined by works covered by Schedules 1 and 2 of the Act and by the limits set out in the deposited Parliamentary approved plans. The Act also provides for the scheduled works to be constructed on land within the lateral limits of deviation (LoD) shown on the deposited plans and sections and



provides for an upward limit of deviation.

Schedule 7 to the Act defines the detailed planning regime which applies to the Local Planning Authority (LPA) affected by works to construct and operate Crossrail. It sets out the items requiring further detailed approval for both permanent works and construction arrangements. It also sets out the grounds in which the LPA can impose conditions. Schedule 7 is a completely separate regime to that of the Town and Country Planning Act in terms of submission details and content. Furthermore, Schedule 7 sets out the matters or operations or works that require further detailed approval from the LPA for both permanent and temporary works.

Applications made under the Crossrail Act 2008 are different from planning applications made under the Town and Country Planning Act as they have received deemed approval through Royal Assent, subject to certain details for Local Planning Authority's approval. Thus, Local Planning Authority's powers in deciding applications made under the Schedules are limited by the provisions of the Act. The Council signed up to become a 'Qualifying Authority' to have powers to consent to a wider range of detailed matters made under Schedule 7 (Planning Conditions Schedule) of the Act.

A Qualifying Authority may refuse to approve an application for 'reserved' matters as well as details of conditions that can be imposed upon applications recommended for approval, subject to the conditions set out under Schedule 7 of the Act. A Qualifying Authority can only refuse or impose conditions on a Schedule 7 application on the basis of grounds specified in the schedule, which is;

'that arrangements ought to be modified to preserve the local environment or local amenity or to reduce the prejudicial effects on road safety or on the free flow of traffic in the local area and are reasonably capable of being modified'.

The Environmental Statement (ES) deposited with the Crossrail Bill identifies the likely significant effects that will arise from the construction and operation of Crossrail, and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. It serves as the Environmental Impact Assessment of the project and has been updated through the passage of the Bill in the Houses of Parliaments. The Crossrail Act made provisions that all applications cannot exceed the impacts assessed by the ES. It is the intention of the Secretary of State to carry out the project so that its impacts are as assessed in the ES.

Given such, the principle of this development has been established.

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

Not applicable to the consideration of this application.

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

The current West Drayton Railway Station was constructed in 1884 for the Great Western Railway (GWR) and is included on Hillingdon's Local List of buildings of architectural or historic importance and therefore constitutes a heritage asset. It is a very good example of the GWR style of the period, featuring cream brick with red banding, tall chimneys, a crown of spiky ironwork on the booking office roof, and valancing in sweeping curves on the island platform ends. The rear (Southern Entrance) forms part of the concept and is equally well designed with cream brick, red banding and canopy. The two main entrance buildings,

subway, and platform structures survive intact and form a group.

The alterations proposed to the station building have been designed to provide a step free access throughout the station, and improve the station environment and experience for users. A new footbridge is proposed with lift shafts and a new station extension between the main station building and the new footbridge. The works will also include the provision of a new front entrance canopy and an additional entrance within the new station extension. The existing station and proposed link structure are located at street level and connected to the existing station building by a 5.5 metre long glazed link. The glazed extension leads to the new footbridge and will rise to a height of 5 metres.

In general, the refurbishment works proposed to the existing main station entrance are acceptable, and the removal of the uncharacteristic signage, roller shutter boxes and broad clutter is welcomed.

In terms of the extension and alteration works proposed to the existing station and its impact on the locally listed building and surrounding area, concerns have been raised from the Conservation and Urban Design Officer in relation to the overall design and impact of this on the character and appearance of the locally listed building.

The main comments and concerns with the design of the scheme were as follows:

- The removal of the existing canopy and loss of the original canopy brackets is unacceptable;
- New station entrance should stand out either by being raised or projecting forward;
- Canopy extending across the entrance should not be attached to the existing station;
- Lift towers are bland in appearance;
- Arrangement between the stair, lift walkways and lift is disjointed;
- The Warwick Road entrance should be refurbished;
- Loss of the cast iron brackets on the platform canopies.

The Conservation Officers comments were sent to Crossrail, in an attempt to get them to provide justifications to the design approach and/or amend the proposals where possible. It is brought to members attention, that the design of the station at West Drayton has been the result of many meetings and discussions with Council Officers, and the submitted scheme, largely follows the design approach that the Council were hoping to achieve, subject to the alterations requested. Crossrail provided a comprehensive response to the application, which has informed the assessment of the application and each aspect will be discussed in turn below.

-Removal of existing canopy

The scheme involves the removal and replacement of the existing canopy and its original brackets. Crossrail have confirmed that the brackets are in a poor condition, with many broken in sections. Further as they are made from cast iron, they are not suitable for re-use in a structural capacity to support large sections of safety glass, which is considerably heavier than the current corrugated sheet metal. It has been suggested that a number of the brackets could be retained and re-positioned for aesthetic purposes. This is encouraged and an informative is recommended on any decision, to ensure that, where salvageable, the brackets are kept and re-used within the station building.

Therefore, whilst the loss of the existing canopy and brackets is regrettable, the technical requirements of the Crossrail alterations are acknowledged and appreciated, and the Council are satisfied that where possible, the brackets will be reused for aesthetic purposes.

It is noted that other canopies within the station would be removed and Crossrail have confirmed that these would be subject of a further Schedule 7 submission. The design of these canopies will be discussed with the Council and there will be further opportunity for the Council to seek retention of the brackets for the platforms also.

-Station entrance, footbridge and lift shaft

With regards to the new station entrance and canopy, a single storey glazed link between the structures, would be set below the lowest height of the existing building at 3.4 metres in height and only increases where this meets the footbridge. It is considered that this new structure will compliment the size and scale of the existing building and remain as an ancillary structure to the main station building.

The main concerns with the extension, have been with the design of the entrance building and proposed canopy, which attaches to the existing station building. The design of this element has been formulated in discussions with the Council to be light in appearance, with the aim of integrating the new building to its surroundings, whilst remaining sympathetic to the existing station building. The applicants have reduced the height and width of the extension structure as much as is practicable following earlier discussions and for technical reasons, this cannot be reduced further. In the form presented, this creates a visual separation between the existing and proposed buildings and overall, Officers consider this visual separation is sufficient to ensure that this aspect does not detract from the main station building.

With regards to the walkway, the height of this is determined by the height of the standard staircase canopies, which the walkway is designed to merge with at the same height to avoid unnecessary level changes. The canopy has been designed to be as light and reflective as possible to ensure that any addition remains visually subservient.

The extensions and footbridge are located a significant distance from the existing station building so as to not dominate the setting of this to an unacceptable degree. The footbridge, lift shafts and extensions are to be constructed of contemporary materials (glass and steel) which are considered to produce a lightweight appearance. Further, whilst elements of the proposal are taller than the existing building, as in the case of the approved scheme for Hayes and Harlington Station, these provide a beacon within the area for identifying the location of the station. Overall, the proposed extension, lift shafts and footbridge are considered acceptable and to provide an interesting juxtaposition of historic and contemporary design for this area.

Therefore, whilst it is regrettable that Crossrail cannot amend the scheme in accordance with the comments of the Council, Officers appreciate the importance of the Crossrail and the wider benefits that this would bring, not only to the local area, but nationally. It is not considered that the scheme would be so harmful to the character, appearance and setting of the existing station building and surrounding area, that Officers could justify the refusal of the application. On balance, the extensions and alterations are considered acceptable.

#### **7.04 Airport safeguarding**

Not applicable to the consideration of this application.

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

Not applicable to the consideration of this application.

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

- See section 7.03 'Impact on archaeology/CAs/LBs or Areas of Special Character'
- 7.08 Impact on neighbours**  
In terms of the impact of the proposal on neighbouring residents, the design, scale and siting of the buildings and alterations proposed, are not considered to have a detrimental impact on the amenities of the surrounding occupiers.
- 7.09 Living conditions for future occupiers**  
Not applicable to the consideration of this application.
- 7.10 Traffic impact, Car/cycle parking, pedestrian safety**  
The proposed development of the station is not considered to have any detrimental impact on the surrounding highway network. Concerns have been raised in relation to station car parking, which are outside the consideration of this submission. These comments have been passed onto the relevant authorities for consideration.
- 7.11 Urban design, access and security**  
See section 7.03 'Impact on archaeology/CAs/LBs or Areas of Special Character'
- 7.12 Disabled access**  
The Access Officer, has been a key party to all discussions relating to this development, and raises no objection to the proposals.
- 7.13 Provision of affordable & special needs housing**  
Not applicable to the consideration of this application.
- 7.14 Trees, landscaping and Ecology**  
The scheme has been reviewed by the Council's Trees and Landscape Officer who raises no objection to the submission. The officer has requested further landscaping and public realm information as part of this submission, however, these will form part of a later site restoration scheme.
- 7.15 Sustainable waste management**  
Not applicable to the consideration of this application.
- 7.16 Renewable energy / Sustainability**  
Not applicable to the consideration of this application.
- 7.17 Flooding or Drainage Issues**  
Not applicable to the consideration of this application.
- 7.18 Noise or Air Quality Issues**  
There are no noise or air quality concerns associated with the proposal.
- 7.19 Comments on Public Consultations**  
Comments were made as to whether improvements would be made to the Warwick Road entrance to the station. Crossrail have confirmed that the proposals for the southern entrance are to insert a lift shaft, and the site will be made good after the works.
- 7.20 Planning obligations**  
Not applicable to the consideration of this application.
- 7.21 Expediency of enforcement action**  
Not applicable to the consideration of this application.
- 7.22 Other Issues**  
There are no other issues for consideration with this application.
- 8. Observations of the Borough Solicitor**  
General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in *Probity in Planning, 2009*.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

## **9. Observations of the Director of Finance**

Not applicable to the consideration of this application.

## **10. CONCLUSION**

The principle of the development has been established under the Crossrail Act 2008, however Schedule 7 requires the Local Planning Authority to approve details in relation to the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

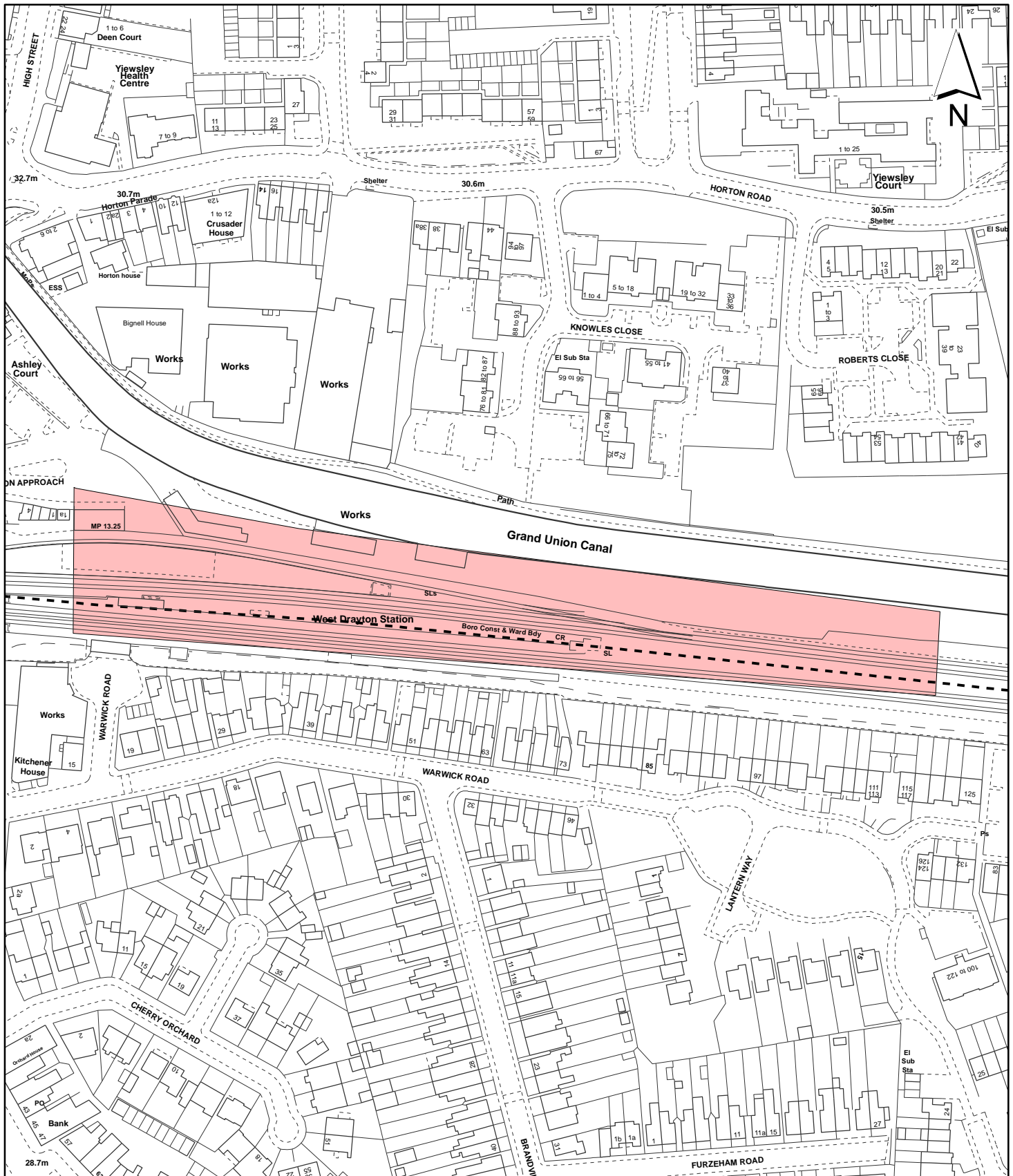
These construction arrangements contribute to improving the linkages within London and the overall regeneration objectives of the area in compliance with London Plan (July 2011) Policies, and it is recommended that the Plans and Specification submission for permanent works under Crossrail Act 2008, Schedule 7 be approved.

## **11. Reference Documents**


Crossrail Act 2008  
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework

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**Notes**

 Site boundary

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Site Address

**West Drayton Station  
 Station Road  
 Yiewsley**

Planning Application Ref:  
**31592/APP/2015/186**

Planning Committee  
**Major**

Scale  
**1:2,000**

Date  
**March 2015**

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

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**HILLINGDON**  
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