

Item No. Report of the Head of Planning and Enforcement

Address: LAND WITHIN THE COLNE VALLEY OFF HARVIL ROAD HAREFIELD

Development: Request for approval of Lorry Routes under condition imposed by Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017, to and from Colne Valley Viaduct Module 2 worksite, to the south of Moorhall Road and north of Savay Lake and Worksite 2: Colne Valley Viaduct Module 4&3 worksite, to the north of Moorhall Road and south of Korda Lake, to facilitate construction of the Colne Valley Viaduct.

LBH Ref Nos: 74320/APP/2020/2124

Drawing Nos:	Date of Plans:
1MC04-SCJ-HW-PLN-S002-000004_C01 - LTMP	09-07-2020
1MC05-ALJ-CL-PLN-C001-000010_Part3	09-07-2020
1MC05-ALJ-CL-PLN-C001-000010_Part2	09-07-2020
1MC05-ALJ-TP-REP-CS01_CL01-001011	06-10-2020
1MC05-ALJ-GI-MAP-C001-000085	09-07-2020
1MC05-ALJ-TP-CRO-CS01_CL01-000008	09-07-2020
1MC05-ALJ-TP-REP-CS01_CL01-000034	09-07-2020
1MC04-SCJ-HW-PLN-S002-000003_C01 - ROMIS	09-07-2020
1MC05-ALJ-CL-PLN-C001-000007	09-07-2020
1MC05-ALJ-CL-PLN-C001-000010_Part1	09-07-2020

Drawing Nos:	Date of Amended Plans:
---------------------	-------------------------------

Date Application Valid: 10th July 2020

1. SUMMARY

This application comprises a submission for approval of construction arrangements under Schedule 17 of the HighSpeed Rail (London-West Midlands) Act 2017 (The Act), in relation to the approval of lorry routes in connection with 4 work sites. These worksites will primarily facilitate construction of the Colne Valley Viaduct.

The application is the latest HS2 Schedule 17 planning submission that has been deposited with the Council. These Schedule 17 planning submissions can best be likened to the submission of reserved matters, where outline planning consent has already been granted. However, the role of

the Planning Authority is heavily restricted as to what can and cannot form the basis of a decision.

The amount of movements associated with this proposal are not considered to be of a quantum that would give rise to concerns. Crucially the routes are not impacting Harvil Road and ultimately Swakeleys Roundabout. This submission is on balance more of an issue for Bucks County Council, but the loading on the network does not cause a cumulative impact of concern for Hillingdon Council.

It must be noted that the arrangements for approval relate to a partial section of Moorhall Road in the London Borough of Hillingdon. The route beyond this is in Buckinghamshire Council boundary and is submitted to them for consideration.

In summary, the impacts from the arrangements impacting the network on Moorhall Road are not likely to be of a quantum that would warrant the need for alternative or modified arrangements. The key concern elsewhere on the network stems from a myriad of movements to various worksites that all culminate at one point, Swakeleys Roundabout; this is not the case here. The movements associated with the submission to the worksites off Moorhall Road will come from the east, Denham Green and the A412 link in Buckinghamshire Council. The number of movements, in the peak hours are relatively low in number on their own and are not part of a wider level of traffic that impacts the network in Hillingdon. Consequently, the arrangements to and from these worksites are not considered to need modifying to reduce or remove prejudicial effects on the free flow of traffic.

With regards to safety, the access arrangements to and from the worksites require movement across the carriageway:

worksite 1 is south of Moorhall Road requiring right turning from Moorhall Road eastbound across oncoming traffic; traffic would move left out on to Moorhall Road to travel westward
worksite 2 is north of Moorhall Road requiring left in from Moorhall Road eastbound and right across oncoming traffic to return on the proposed route travelling westward.

There would also be movement between the two compounds.

Without any interventions, these movements would result in a significant safety risk. However, HS2 Ltd has agreed through Schedule 4 of the Act to install traffic management through the use of lights in order to operate these compounds safely. It is considered that these arrangements, dealt with through Schedule 4 of the Act allow for the arrangements presented in this submission to be appropriate. Consequently, no further arrangements are necessary to reduce or remove prejudicial effects on the safe movements of traffic.

For completeness, the appropriate management of mud from vehicles at these two sites is extremely important to ensure no fouling of the carriageway. This matter is addressed through a Class Approval made by the Secretary of State under Schedule 17(5) of the HS2 Act on behalf of Local Authorities required to consider such issues as set out in Schedule 17(4). Essentially, the Secretary of State has approved appropriate mud management measures and these are now effectively in the scope of the Local Planning Authority as a condition of the scheme and therefore enforceable under normal Town and Country Planning act powers. These matters are not within the scope of this submission but reference is made to how these matters are managed for

completeness.

2. RECOMMENDATION

APPROVAL

INFORMATIVES

3. CONSIDERATIONS

3.1 Site and Locality

The lorry route submission sought approval for the route that vehicles greater than 7.5 tonnes will take between the strategic road network and 2 worksites adjacent to Moorhall Road, utilising the A40, A412 and Moorfield Road in the County area of Buckinghamshire and a small section of Moorhall Road in the London Borough of Hillingdon. The lorry route also sought approval for a small connection between the worksites adjacent to Moorhall Road and the main worksite adjacent to the A412.

This lorry route submission seeks approval to utilise three worksites and the associated activities at each of the worksites .

Worksite 1

Module 2 worksite located to the south of Moorhall Road north of Savay Lake.

Worksite 2

Module 3 & 4 worksite to the north of Moorhall Road and south of Korda Lake.

Worksite 3 (lies within Buckinghamshire)

Module 4 and North embankment worksite, west of the A412 and south of Tilehouse Lane

Specifically, the submission relates to attaining approval for the 'to and from' movements of Large Goods Vehicles (LGVs) which will be referred to thereafter as Heavy Goods Vehicles (HGVs), The proposed routing is as follows:-

To worksites 1 & 2:-

- North & West on the M40 Junction 1 to the A40/A412 junction.
- North on the A412/ Moorfield Road Junction.
- Northeast on Moorfield Road and Moorhall Road to worksite 1 & 2 access points.
- South from worksite 3 using the A412 North Orbital Road to the A412/Moorfield Road junction.
- Northeast on Moorfield Road and Moorhall Road to worksites 1 & 2.

From worksites 1 & 2:-

- Southwest on Moorhall Road and Moorfield Road to the A412/Moorfield Road junction.
- South on the A412 to the A40/A412 junction.
- South and east on the A40 Oxford Road from A412/A40 junction to the M40 junction.

- Southwest on Moorhall Road and Moorfield Road junction.
- North on the A412 to the A412/Worksite 3 access point on the A412.

A limited level of movement between all the above sites is also anticipated.

To worksite 3 (lies within Buckinghamshire):-

- Southwest from worksites 1 & 2 on Moorhall Road and Moorfield Road to the A412/Moorfield Junction.
- North on the A412 to the A412/Worksite 3 access point on the A412.

From worksite 3:-

- Southwest from worksite 3 using the A412 north orbital Road to the A412/Moorfield Road Junction.
- North-east on Moorfield Road and Moorhall Road to the worksite 1 & 2 access points.

3.2 Proposed Scheme

This application comprises a submission request for the approval of lorry routes under Part 1, Paragraph 6 of Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, in connection the movement of Large Goods Vehicles (LGVs) and workforce activity to and from the three site compounds

Under Schedule 17 of the HS2 Act 2017 - Lorry Route approval is a requirement when LGV movements exceed 24 per day. However the suitability of proposed road junctions associated with worksite access arrangements fall under a separate schedule 4 (parts 1/2) of the Act and therefore any submitted access arrangements within this S17 appraisal are indicative at this stage.

These worksites will primarily facilitate construction of the Colne Valley Viaduct. This will comprise a multi-span viaduct that, within the confines of the module 2 worksite, will commence at the Grand Union Canal and continue in a north-west direction, crossing Savay Lake, until it reaches Moorhall Road. Module 2 will be serviced by Worksite 1.

Worksite 2 will facilitate the construction of the module 4 and module 3 viaduct sections and this commences at Moorhall Road in the London Borough of Hillingdon (at pier 29) and continues above ground over Korda Lake, Long Pond, the River Colne, to the west of Denham Waterski Lake and to the A412 (pier 54)..

3.3 Relevant Planning History

Phase One of HS2 will provide dedicated high speed rail services between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester,

the NorthWest and Scotland. The High Speed Rail (London-West Midlands) Act 2017 received Royal Assent on 23rd February 2017 and contains 70 sections and 33 schedules.

Section 20 provides that planning permission is deemed to be granted under Part 3 of the Town & Country Planning Act 1990 (TCPA 1990) for development authorised by the Act. Section 20 of the Act deems planning permission to be granted for the development authorised by it, subject to the provisions of section 20 and conditions set out in Schedule 17.

The nominated undertaker, HS2 Ltd, is required to attain relevant approvals from Hillingdon Council who is designated as a 'Qualifying Authority' in accordance with the schedule 17 (s17) of the Act. The purpose of S17 of the Act is to put into place a process for the approval of certain planning matters relating to the design and construction of HS2. This helps to ensure that there is an appropriate level of control over construction works, but without imposition of undue delay or cost to the project. It is noted that the planning grounds for determination are more constrained under the HS2 Act as compared to the TCPA 1990. Henceforth the Council can only refuse requests for approval or impose conditions in accordance with the relevant grounds as set out in S17, which requires the agreement of the nominated undertaker (HS2 Ltd).

The Act provides powers for the construction and operation of Phase One of HS2. Schedule 1 of the Act describes the 'scheduled works' that the nominated undertaker will be authorised to carry out. For the routes which are the subject of this lorry route application, HS2 Ltd is the nominated undertaker.

Schedule 17 includes conditions requiring various matters to be approved by the relevant local planning authority. This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act 1990) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regard to in determining requests for approval.

The Planning Conditions set out in Schedule 17 of the Act requires the nominated undertaker to submit requests for approval to qualifying authorities for:

- Matters ancillary to development (referred to as construction arrangements), including lorry routes;
- Plans and specifications;
- Bringing into use; and
- Site restoration schemes.

Schedule 17 of the Act sets out the grounds on which the qualifying authority may impose conditions on approvals, or refuse to approve the requests for approval. In the case of this specific submission for 'Lorry Route' approval, it is considered that the S17 chapters pertaining to removing or reducing the prejudicial impacts on road safety and traffic free flow on the local highway network that are likely to be generated by the proposal are of most relevance.

4. ADVERTISEMENT AND SITE NOTICE

4.1 Advertisement Expiry Date: Not Applicable

4.2 Site Notice Expiry Date: Not Applicable

5.0 PLANNING POLICES AND STANDARDS

The following Local Plan Policies are considered relevant to the application. In so far as this application is concerned the most pertinent policies applicable to the proposals relate to Green Belt, Biodiversity and Flood Risk Management.

Part 1 Policies:

Part 2 Policies:

1. **DMT 2 Highways Impacts**

Highways Impacts

2. **DMT 4 Public Transport**

Public Transport

3. **LPP 6.12 (2016) Road Network Capacity**

(2016) Road Network Capacity

4. **NPPF- 9 NPPF 2018 - Promoting sustainable transport**

NPPF-9 2018 - Promoting sustainable transport

6.0 COMMENTS ON PUBLIC CONSULTATION

6.1 Buckinghamshire County Council

No comment received.

TfL

No comment received.

6.2 HIGHWAYs OBSERVATIONS

Background

The High Speed Rail (London-West Midlands) Act 2017 received Royal Assent on 23rd February 2017 and contains 70 sections and 33 schedules. Section 20 provides that planning permission is

deemed to be granted under Part 3 of the Town & Country Planning Act 1990 (TCPA 1990) for development authorised by the Act.

The nominated undertaker, HS2 Ltd, is required to attain relevant approvals from Hillingdon Council who is designated as the 'Qualifying Authority' in accordance with the schedule 17 (s17) of the Act.

The purpose of the s17 is to put into place a process for the approval of certain planning matters relating to the design and construction of HS2. This helps to ensure that there is an appropriate level of control over construction works but without imposition of undue delay or cost to the project. It is noted that the planning grounds for determination are more constrained under the HS2 Act as compared to the TCPA 1990.

Henceforth the Council can only refuse requests for approval or impose conditions in accordance with the relevant grounds as set out per S17 which requires the agreement of the nominated undertaker (HS2 Ltd).

In the case of this specific submission for 'Lorry Route' approval, it is considered that the following S17 chapters are of most relevance as they pertain to removing or reducing the prejudicial impacts on road safety and traffic free flow on the local highway network that are likely to be generated by the proposal via appropriate planning condition.

Schedule 17 Part 1 Conditions Paragraph 6 (sub - paragraphs 5 (b) (ii) and 6 (a) (b)) - Condition relating to road transport

Condition relating to road transport

6(1) If the relevant planning authority is a qualifying authority, development must, with respect to the matters to which this paragraph applies, be carried out in accordance with arrangements approved by that authority.

(2) The matters to which this paragraph applies are the routes by which anything is to be transported on a highway by a large goods vehicle to

- (a) a working or storage site,
- (b) a site where it will be re-used, or
- (c) a waste disposal site.

(3) In this paragraph "relevant planning authority" means, subject to paragraph 27, the unitary authority or, in a non-unitary area, the county council in whose area the development is carried out.

(4) Sub-paragraph (1) does not require arrangements to be approved in relation to

- (a) transportation on a special road or trunk road, or
- (b) transportation to a site where the number of large goods vehicle movements (whether to or from the site) does not on any day exceed 24.

(5) The relevant planning authority may only refuse to approve arrangements for the purposes of this paragraph on the grounds that

(a) the arrangements relate to development which, for the purposes of regulating the matter in question, ought to and can reasonably be considered in conjunction with development which has deemed planning permission under section 20(1) and which is to be carried out in the authority's area, or

(b) the arrangements ought to be modified

- (i) to preserve the local environment or local amenity,
- (ii) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or
- (iii) to preserve a site of archaeological or historic interest or nature conservation value,

and are reasonably capable of being so modified.

(6) The relevant planning authority may only impose conditions on approval for the purposes of this paragraph

(a) with the agreement of the nominated undertaker, and

(b) on the ground referred to in sub-paragraph (5)(b).

(7) In this paragraph

·"large goods vehicle" has the same meaning as in Part 4 of the Road Traffic Act 1988;

·"special road" and "trunk road" have the same meanings as in the Highways Act 1980.

Site HGV Traffic Generation & Routing

It is noted that under Schedule 17 of the HS2 Act 2017 - Lorry Route approval is a requirement when LGV movements exceed 24 per day however the suitability of the proposed points of access falls under a separate schedule 4 (parts 1/2) of the Act. The suitability of access arrangements relating to the two sites within Hillingdon will require appraisal and sign off under this section of the Act.

Lorry routing is anticipated to occur via the aforementioned routing regime with estimated daily HGV movements as follows (Environmental Statement (ES) & Local Traffic Management Plan (LTMP) comparisons):-

Worksite 1

ES = 20-30

LTMP = 30-40

Worksite 2

ES = 10-20

LTMP = 50-60

Worksite 3 (lies within Buckinghamshire)

ES = 50-60

LTMP = 20-40

Initially, the submission provided insufficient information on the traffic movements associated with the work sites, and it was not possible to determine the likely consequences of the movements of the two sites in Hillingdon, i.e worksite 1, south of Moorhall Road and worksite 2, on the north side of Moorhall Road. This rendered the submission insufficient and the Council was unable to discharge its duty set out in Schedule 17(6). Without this information, it is not possible to make an informed decision on the acceptability (or otherwise) of the arrangements being presented and therefore whether modifications needed to be made, in particular regarding the restrictions of movements in the sensitive peak hours.

As is common to all S17 'Lorry Route' applications, it would be expected that an analysis of the said 'peak hour' activity impacts on the highway network would be inclusive to the submission for appraisal also incorporating cumulative peak hours impact resulting from the other HS2 Ltd worksites.

As a consequence of the failure to provide sufficient information, officers advised HS2 Ltd that it was not possible for the Council to consider the submission without further information on the peak hour movement of traffic as a starting point. Consideration of this information would then determine whether further information was necessary.

This information was subsequently provided in the form of an addendum to the written statement. This information provides histograms that identify the traffic movements associated with 4 worksites in the 'area', two of which are in the London Borough of Hillingdon off Moorhall Road and relevant to this submission. The reason the four worksites are considered at the same time is because there is convergence point at Denham Green on the A412 in the unitary authority of Buckinghamshire Council. It would therefore be right and proper for that Council to be fully cognisant of the cumulative impacts at the sensitive junction in order to ensure appropriate arrangements are in place. This Council is only considering the impacts associated with the movements from the worksites north (no. 2 - Jetty) and south (no.1 - Storage) off Moorhall Road.

The updated information shows a peak cumulative total of nearly 140 one way movements per day for Month 14 across the several worksites (Appendix 1, Figure 1, Addendum to Written Statement). The peak cumulative activity (more than 60 one way movements per day for a month) lasts for approximately 10 months from Month 5 to Month 15. There are three months within this period where movements exceed 100 (Month 10, 11 and 14). It is important to note that this data is provided for more than just the 4 worksites associated with this wider submission - it is therefore not directly correlate with figures 3, 4, 5 and 6; of which 3 and 4 are relevant to the consideration for this submission.

Figure 3 relates to Worksite 2 (Jetty). The road movements are relatively limited for this compound as once fully operational it will coincide with an internal haul road (i.e. not on the public highway and therefore not falling within the scope of Schedule 17). The peak operating period therefore is Month 22 (therefore not concurrent with the peak periods of the other worksites) and shows 11 movements in the AM Peak and 20 in the PM Peak. The end of the project, Month 56, sees another spike in movements relative to the rest of the operating period (9 in the AM and 15 in the PM).

The total daily movements for this compound are 50-60 at the peak period of construction

Figure 4, Worksite 1 (Storage) which again contributes a negligible amount of HGV movements in the AM and PM Peak (less than 10) until Month 10 where operations steadily increase peaking at Months 14 through to 23. AM peak movements never exceed 20 and PM peak movements never exceed 31.

The total daily movements for this compound are 30-40 at the peak period of construction

The routes will involve usage of the already heavily trafficked road network. As is the norm, the peak morning and afternoon traffic periods are of most concern as some of these roads are running to over-capacity and the proposal will potentially add to current delays and congestion. However, the movements at these worksites, in isolation, or combined at their peak in in Month 22 are not considered to be of a quantum that are likely to give rise to prejudicial effects on the free flow of traffic and not to an extent that requires modifications to the arrangements. Unquestionably, the quantum of movements outlined in Figure 1 across a range of worksites is likely to pose problems for Buckinghamshire Council and how to manage the A412/Moorfield Road roundabout but that is not a matter within the scope of this submission. It is the opinion of officers that the contribution of movements from the Hillingdon worksites on Moorhall Road is negligible.

Safety

The Council is also required to consider the arrangements relating to the safe movement of

vehicles. The movements to and from the worksites are all from the west; consequently there will be a need to turn HGVs across oncoming traffic, i.e. right out of the north compound and right into the south compound. Furthermore, there is a likely throughput of traffic between the worksites.

The safety implications of these movements are significant. Without mitigation or specific arrangements there is a likely to be a prejudicial effect on the safety of other road users. However, separate to this Schedule 17 process, the Highways Department have agreed through the Schedule 4 process the installation of traffic lights to manage the traffic on and off the compound. The use of these traffic lights will manage the traffic appropriately and safely. Consequently, it is considered these arrangements are sufficient to minimise the prejudicial effects on road safety.

7.0 MAIN PLANNING ISSUES - High Speed Rail(London - West Midlands) Act

7.1 An addendum to the Written Statement has been submitted following a request for further information in respect of the lorry route submission originally made in June 2020. The further information requested from the Council in relation to the request for approval was:

- To update the vehicle numbers expected to travel to and from the worksites.
- To provide monthly histograms/figures in relation to the route being used and a summary of the peak hour movements.
- To provide details of the site access management and access arrangements

This information accords with the most up-to date LTMP and submitted 'written statement', The worksites combined would impose in the region of a weekday average of 95 two way HGV trips during the peak afternoon/early evening (4.30pm to 6pm) and 60 trips during the peak morning period (8am to 9am).The project is forecast for a period of up to 57 months with combined peak activity occurring during construction months 15 to 22. In addition, the average daily one-way HGV movement estimations have now been revised and updated since initial S17 submission and indicate a peak level of 140 HGV's @ month 14.

The Highway Engineer notes that the suggested construction routes will involve usage of the already heavily trafficked Classified and TLRN road network. and that peak morning and afternoon traffic periods are of most concern, as some of these roads are running to over-capacity and the proposal will potentially add to current delays and congestion. However based on the assumption of a relatively even spread of the highest projected daily two way peak HGV movements, there is no 'in principle' highway related objection to that proposed, given this level of projection and the commensurate level of burden on the local road network.

It is not considered necessary to impose conditions in this instance, requiring a traffic management plan specific to the proposed works for this lorry route approval, as most of the HGV movements will be directed through South Bucks and Harvil Road and ultimately Swakeleys roundabout will not be directly affected. This submission is on balance more of an issue for Bucks County Council, but the loading on the network does not cause a cumulative impact of concern for Hillingdon Council.

8.0 BOROUGH SOLICITOR COMMENTS

The High Speed Rail Act 2017 received Royal Assent on 23 February 2017. Section 20 of the Act

provides that planning permission is deemed to be granted under Part 3 of the Town and Country Planning Act 1990 for development authorised by the Act, subject to the other provisions of the Act and the conditions set out in Schedule 17. It is a condition of the deemed planning permission that the development must be begun no later than the end of 10 years beginning with the date on which the Act is passed.

The planning permission conferred by the Act is analogous to an outline planning permission, which settles the principle of the overall development of Phase One of the HS2 scheme, whilst leaving certain details to be approved at a later stage. The Council, in its capacity as a local planning authority, was given a choice between having a wide or narrow range of planning controls in place in relation to the development required in respect of Phase One of the HS2 scheme. The Council elected to become a qualifying authority, which means that in practice, it has a wide range of controls at its disposal which for example, include the ability to approve the detailed design of permanent structures such as the Colne Valley Viaduct and also to have an enforcement and approval role in relation to certain construction matters.

'This application falls to be considered under Paragraph 6 of Schedule 17 of the HS2 Act which relates to a request from HS2 Ltd for approval for the movements of large goods and vehicles to and from the worksites identified in the report which will facilitate the construction of the Colne Valley Viaduct.

The Court of Appeal handed down its judgment in relation to the proper meaning and effect of Schedule 17 on 31 July 2020. The judgment makes it clear that a qualifying authority is under no legal obligation to determine a Schedule 17 application submitted by HS2 Ltd unless and until it has provided sufficient information in support of it.

It is stated in the body of the report that initially, insufficient information was submitted by HS2 Ltd in support of its application but the position has since been rectified by the provision of an addendum to the written statement which provides histograms that identify the traffic movements associated with the worksites.

Therefore, there is no longer any legal basis for the Sub-Committee to refuse to determine the application.

The only possible grounds for refusal of the application are set out in paragraph 6 of Schedule 17 which are that the arrangements ought to be modified to preserve the local environment or local amenity, to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area or to preserve a site of archaeological or historic interest or nature conservation value and are reasonably capable of being so modified.

As is made clear in the body of the report, none of these grounds are engaged in relation to this particular Schedule 17 application so there are no legal reasons to prevent Members from approving it'.

9.0 OTHER ISSUES

None.

10.0 REFERENCE DOCUMENTS

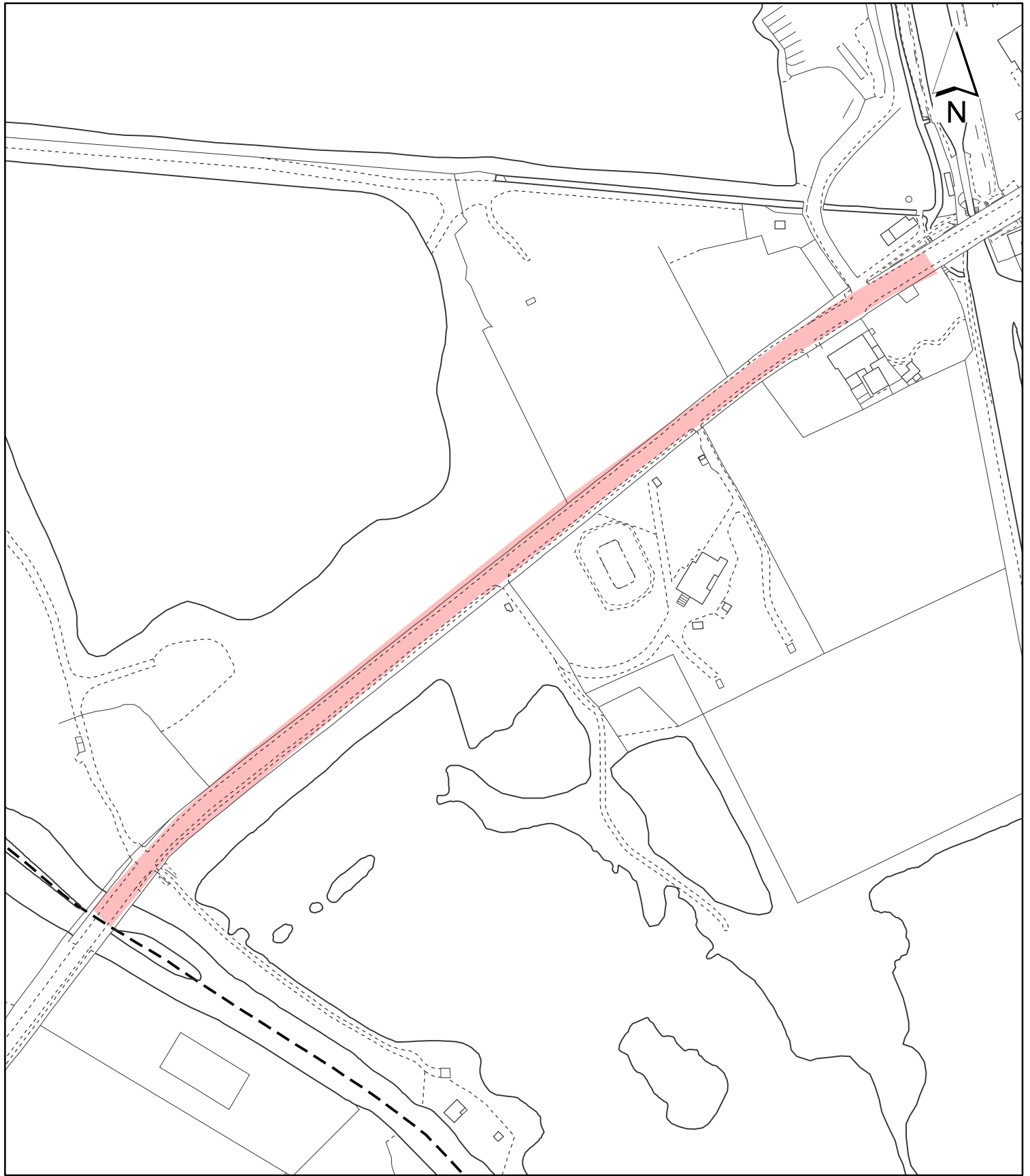
HighSpeed Rail (London-West Midlands) Act 2017.

Contact Officer:

Karl Dafe

Telephone No:

01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

**LAND WITHIN THE COLNE VALLEY
 OFF HARVIL ROAD**

Planning Application Ref:

74320/APP/2020/2124

Planning Committee:

HS2

Scale:

1:3,000

Date:

November 2020

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

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



HILLINGDON
 LONDON