



HILLINGDON
LONDON



Major Applications Planning Sub-Committee (HS2)

Councillors on the Committee

Ian Edwards, (Chairman)
Eddie Lavery, (Vice-Chairman)
Nicola Brightman
Roy Chamdal
Janet Duncan (Labour Lead)
John Oswell
David Yarrow

Date: TUESDAY, 9 OCTOBER 2018

Time: 6.00 PM

Venue: COMMITTEE ROOM 5 - CIVIC CENTRE, HIGH STREET, UXBRIDGE

Meeting Details: Members of the Public and Press are welcome to attend this meeting

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Head of Democratic Services
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Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Major Applications without a Petition

- 6 Merck Sharpe Dohme (MSD) Site Off Breakspear Road South - 7 - 18
72870/APP/2018/2952

Request for approval of lorry routes under condition imposed by Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 relating to road transport associated with demolition, site clearance and other enabling works at the Merck Sharpe Dohme (MSD) worksites.

Recommendation: Approval

PART I - Plans for Major Applications Planning Sub-Committee - Pages 19 - 22

Major Applications Planning Sub Committee Terms of Reference

HS2

1. To approve the detail design of works.
2. To control and enforce construction arrangements and works.
3. To determine restoration schemes.
4. To determine and if necessary impose conditions in relation to the bringing into use of any scheduled work or depot.
5. To consider and if necessary determine any matters arising out of context reports submitted by HS2 Ltd.
6. To authorise enforcement action to be taken where it is considered to be expedient to do so.
7. To determine any other matter arising under Schedule 17 of the High Speed Rail [London - West Midlands] Act 2017 where HS2 Ltd require the Council's consent or approval.

Minutes

MAJOR APPLICATIONS PLANNING SUB-COMMITTEE (HS2)

12 March 2018



HILLINGDON
LONDON

Meeting held at Committee Room 5 - Civic Centre, High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Ian Edwards (Chairman), Eddie Lavery (Vice-Chairman), Roy Chamdal, Janet Duncan, John Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present: James Rodger (Head of Planning, Transportation and Regeneration), Rajesh Alagh (Borough Solicitor) Anisha Teji (Democratic Services Officer) and Ian Thynne (Planning Specialists Team Leader)</p>
12.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
13.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
14.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting on 23 November 2017 be approved as a correct record.</p>
15.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
16.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in public.</p>
17.	<p>COLNE VALLEY VIADUCT, WETLANDS ECOLOGICAL MITIGATION SITE, HARVIL ROAD, HAREFIELD - 73263/APP/2017/3838 (<i>Agenda Item 6</i>)</p> <p>Plans and Specifications submission under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 for an ecological mitigation scheme comprising earthworks, including one no. mitigation pond, two no. hibernaculum and one no. reptile basking bank, together with permanent fencing and one field gate.</p> <p>Officers introduced the report and took the Committee through the plans.</p>

Officers considered the proposal and made a recommendation for refusal for the following two reasons:

1. That the design or external appearance of the works ought to, and could reasonably, be modified to preserve a site of archaeological or historic interest conservation value; and
2. The development did not form part of a schedule work, within the meaning of Schedule 1 of the HS2 Act, and that the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

Both of these refusal reasons were in the interests of preserving a site of archaeological priority and a nature conservation value. The default position was on the applicant to demonstrate how these two factors had been preserved.

In terms of ecology, the recommendation for refusal stemmed from the assertion that the site was recently ploughed in 2017 and in 2016. HS2 had indicated that there had been communications with the land owner; however these communications had never been presented to the Council. The Council's records indicated that the last time this site was ploughed was in 2014. The applicant had not presented ecological assessments for the site, no surveys and no information regarding ecology. Consequently, Members were informed that the default position was that the site needed to be preserved. Officers informed the Committee that HS2 had indicated that a site visit had been carried out towards the end of 2017 and there was an acceptance that the site had ecological value.

Officer had concerns about locating a pond that could impact existing locations. There was a lack of information in relation to ponds.

Parliament through the Act had tasked local councils with preserving archaeology in nature conservation sites. In this instance, there was lack of information to make this assessment.

Before opening the item for discussion, the Chairman informed Members that over the weekend he had received a letter from HS2's solicitors detailing legal arguments as to why the officer's recommendation was wrong. It was a dense legal document and the Chairman sought advice from the Borough solicitor. In the Chairman's opinion, it was reasonable for the Committee to take the view that it needed more information to determine the risks in relation to both aspects of recommended refusal reasons. The Chairman formed the view that in the absence of information it was difficult to make an informed decision that these works should be permitted as the risks were not clear or understood. The Chairman questioned the completeness of the information provided.

The Borough Solicitor summarised that the applicant submitted that the application should be approved as there were a number of other processes and procedures which allowed for full archaeological or ecological evaluations to take place. The HS2 Act was only 13 months old and there was an absence of precedence or case law which meant that a lot rested on interpretation. The Borough Solicitor advised that it was a dangerous precedent for a Committee to consider an incomplete application. Reasonable inference could be drawn, in the absence of sufficient information, that the design or external appearance could be modified to preserve archaeology and ecology. This was not a scheduled work and the Borough Solicitor confirmed that it was officer's view that this work could be reasonably carried out elsewhere within the development's permitted limits. There was no other evidence to the contrary. Finally, the Borough Solicitor stated that he believed that his interpretation was in accordance with, not only established public law principles concerning local authority decision making, but also

the intention of the HS2 Act. There did not appear to be anything within the Act which would allow HS2 Ltd to submit incomplete Schedule 17 applications and then argue that the Environmental Minimum Requirements would correct any gaps at a future date. Members were only able to determine applications based on the information before them and they should not be expected to second guess what events may transpire after the determination of a particular application.

Members considered the reports and recommendation. Members questioned the limited details provided on the fence and asked if there was more information that could be provided. Officers advised that the design of fence could not be considered under Schedule 17. The HS2 Act only allowed for comments on the root of the fence, but not the design of the fence.

Members accepted the constraints of the HS2 Act and considered the grounds for refusal. There was a clear case that the works could be modified, there was insufficient information to determine the risk and there was a possibility that the work could take place somewhere else. Members concluded that the application lacked evidence.

The officer's recommendation was moved, seconded, and upon being put to a vote was unanimously agreed.

RESOLVED: That the application be refused as per officer's recommendation.

18. **HP06 COMPOUNDS, HARVIL ROAD - 73195/APP/2018/216** (*Agenda Item 7*)

Lorry route submission under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 relating to Cadent Gas HP06 North and South compounds off Harvil Road, associated with a gas pipeline diversion: M40 to Harvil Road.

Officers introduced the report which included a submission for a lorry route. It was explained that the Council was being asked to consider a route for large goods vehicles (LGV) and for the approval of a route that would be subjected to more than 24 vehicles a day. The Local Transport Traffic Management Plan (TLTTMP) had informed officers' opinion, although not formed part of this submission.

Members were informed that between mid March 2018 to April 2018, the estimated number of LGVs would be up to 40 per day during the construction of a gas pipeline. Officers confirmed that TLTTMP was considered acceptable to officers in the highways department. A large percentage of vehicles would be coming from Skip Lane which meant that there would be minimum action in Harville Lane.

Before opening the item for discussion, the Chairman reminded the Committee of the limited remit of the Sub - Committee, due to the Act of Parliament. He explained that conditions could not be imposed however informatives could and action could be taken against breaches.

Members confirmed that in the report it stated that the works would take five days, and take place during the Easter holiday period. However, in the informative there was only reference to the TLTTMP. Members questioned whether the TLTTMP included that the works be done in the Easter holidays. Officers explained that HS2 had not specified a specific figure, only more than 24 vehicles. In the future there could be numbers as high as 400 vehicles mentioned in the supporting TLTTMP; however the approval would still only be for just more than 24 vehicles. All the details in relation to the Easter working would be included in the TLTTMP. Officers confirmed that it was not

appropriate to specify that information in the informative however it linked to TLTTMP, which was a very important and informed decisions.

The officer's recommendation was moved, seconded, and upon being put to a vote, was unanimously agreed.

RESOLVED: That the application be approved as per officer's recommendation, subject to the informative that the application has to happen in accordance with the Local Transport Traffic Management Plan.

The meeting, which commenced at 6.00 pm, closed at 6.33 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Anisha Teji on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

Minutes

MAJOR APPLICATIONS PLANNING SUB-COMMITTEE (HS2)

10 May 2018



Meeting held at Council Chamber - Civic Centre,
High Street, Uxbridge

	Committee Members Present: Councillors Ian Edwards (Chairman), Eddie Lavery (Vice-Chairman), Nicola Brightman, Roy Chamdal, Janet Duncan, John Oswell and David Yarrow
1.	ELECTION OF CHAIRMAN (<i>Agenda Item 1</i>) RESOLVED: That Councillor Edwards be elected as Chairman of the Major Applications Planning Sub Committee for the 2018/2019 municipal year.
2.	ELECTION OF VICE CHAIRMAN (<i>Agenda Item 2</i>) RESOLVED: That Councillor Lavery be elected as Vice Chairman of the Major Applications Planning Sub Committee for the 2018/2019 municipal year.
	The meeting, which commenced at 9.30 pm, closed at 9.35 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nikki O'Halloran on 01895 250472. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Agenda Item 6

Item No. Report of the Head of Planning and Enforcement

Address: MERCK SHARPE DOHME (MSD) SITE OFF BREAKSPEAR ROAD SOUTH HAREFIELD

Development: Request for approval of lorry routes under condition imposed by Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 relating to road transport associated with demolition, site clearance and other enabling works at the Merck Sharpe Dohme (MSD) worksites.

LBH Ref Nos: 72870/APP/2018/2952

Drawing Nos:	Date of Plans:
List of Roads for Approval	16-08-2018
Written Statement Ref: 1EW02-CSJ-PL-PLN-SS05-000001	16-08-2018
MSD Worksites Lorry Route Plan	13-08-2018
MSD Worksites Covering Letter	13-08-2018
Local Traffic Management Plan	09-09-2018
Hillingdon Area Overall Lorry Route Plan.	13-08-2018

Drawing Nos:	Date of Amended Plans:
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Date Application Valid: 13th August 2018

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 2 no. worksites which are also referred to as 'Breakspear Road South Satellite ompound'

The application is the fifth 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 details relate purely to the lorry routes associated with demolitions, construction of a new MSD 'haul' road, ground investigations, new above-ground structures and utility works/diversion activities related to the existing MSD, Gatemead Farmhouse and Oak Farm sites which are private in tenure.

It is anticipated that on average, up to a peak of 160 two-way LGV movements will be generated on a daily basis between September 2018 and January 2019 for the construction of the new MSD road, together with demolitions and site clearance activities, with a drop in activity after this period to an average level of 80 LGV's per day, to June 2019, due to the completion of the haul road. Thereafter, de-mobilisation is anticipated to generate up to 24 LGV movements until July 2019 for approximately 1 month.

Large goods vehicle (LGV) egress from the worksites will be directed onto Breakspear Road South and enter B467/Swakeleys Road, before joining the A40/Western Avenue as the nearest part of theTLRN Network, which will in turn connect into the special/trunk road network.

The submission fails to provide information on how the proposal would impact during traffic peak periods. Such information would indicate the frequency of LGV movements during the aforementioned peak periods and the remaining working day. In the absence of submitted information, a fully informed judgement cannot be made.

Given the concerns about the timing of the traffic movements, an informative is recommended seeking a traffic management plan specific to the proposed works for this lorry route approval, which should include workforce numbers with estimated activity profiles and the measures to reduce impacts on peak hours of traffic (7.30 - 9.30am and 4.30 to 6.30pm).

2. RECOMMENDATION

APPROVAL

INFORMATIVES

1. I99 Specific traffic management plan

1. Prior to the commencement of development, a traffic management plan specific to the proposed works for this lorry route approval should be agreed with the Local Planning Authority. This plan should indicate the measures to reduce impacts on peak hours of traffic (7.30 - 9.30am and 4.30 to 6.30pm) and include workforce numbers with estimated activity profiles.

3. CONSIDERATIONS

3.1 Site and Locality

The submission relates to 2 no. worksites which were referred to as 'Breakspear Road South Satellite Compound' under the Environmental Statement. The worksites are located on either side of Breakspear Road South. The larger of the two worksites is located to the west of Breakspear Road

South and is generally focussed on the Merck Sharpe Dohme (MSD) pharmaceutical research facility. The MSD site is currently bounded by fence and walls. An existing railway (the Marylebone to Aylesbury line) is located to the south of the MSD site. However, this worksite also includes the Gatemead Farmhouse, (a private residence) and surrounding curtilage, which has been acquired by HS2 under the provisions of the Act.

At present, the route of a Statutory Bridleway (ref. U42) runs north-west to south east where it connects to Breakspear Road South, following the route of the current MSD site access for part of the way. This bridleway is found to the east of the MSD site and associated security fencing. To the east of the bridleway route is pasture land with scattered scrub, trees and hedgerows. Topography of this land is generally flat.

The smaller of the two worksites is located west of Breakspear Road South and is generally focussed on land surrounding Oak Farm. Further to the south east of Breakspear Road South is the River Pinn, and beyond this is the urban area of Ruislip.

At present, the MSD site is accessed via an unnamed private road running north-west from a junction with Breakspear Road South. Almost immediately to the north along the same side of the road is a private access to Gatemead Farmhouse. Access to the pasture land east of the MSD site is currently achieved approximately 100m to the north-west of the current MSD site access where a junction arrangement is located onto Breakspear Road South.

The current Oak Farm site has a direct access onto Breakspear Road South almost immediately opposite the existing access to the pasture land as described above. It is therefore also 100m to the north-west of the current MSD site access.

Large goods vehicle (LGV) egress from the worksite/s will be directly onto Breakspear Road South, so as to follow it in a south-west direction. After 1.2km, LGV's will take the 2nd exit at the roundabout and enter B467/Swakeleys Road for approximately 1.1km before joining the A40/Western Avenue as the nearest part of the TfL Network, which will in turn connect into the special/trunk road network.

3.2 Proposed Scheme

Approval is sought in respect of the arrangements for movements of large goods vehicles (LGVs) to and from the worksites in association with enabling works activities comprising demolitions, site clearance, construction of a new access road (and associated above ground permanent structures), ground investigations, utility works/diversions and associated works.

Large Goods Vehicles (LGVs) are defined as goods vehicles exceeding 7.5 tonnes in gross weight. Lorry route approval is only required where there will be in excess of 24 LGV movements per day, whether to or from the site. Approval is therefore sought for the following lorry routes associated with the above listed enabling works

- Transport for London Road Network (TLRN) in full;
- B467/Swakeleys Road (between A40 / Western Avenue and Breakspear Road South)

junctions/roundabouts);

- Breakspear Road South (between B467/Swakeleys Road roundabout and worksites entrance points).

The proposed works relate to enabling works activities and primarily to the construction of a new permanent access road off Breakspear Road South, utility diversion works and also demolition activities within the worksites that flank Breakspear Road South (collectively known as the MSD worksites). Activities associated with the new access road will relate to the construction of the road itself, together with any permanent above ground works. Utility works will include any necessary works that will be undertaken by Affinity Water. This will occur within the demise of the MSD worksite.

Demolition works were identified by the Environmental Statement and are considered necessary to facilitate the construction and route of the railway. Although no approval is sought for the demolition works as part of this planning submission, for information purposes it is envisaged that the following will be undertaken:--

12 no. buildings within the MSD site;

- Gatemead Farmhouse;
- A stable and outbuilding at Oak Farm; and
- Any other ancillary structures as deemed necessary.

Site Access and Proposed Lorry Routes

In summary, the worksites will benefit from 3 no. access and egress points, all of which will directly lead onto Breakspear Road South. The existing MSD access/egress is intended to be utilised for this purpose, together with the site junction of the new access road and Breakspear Road South.

It is noted that the position of the site access/egress points is not required for Schedule 17 approval as part of this lorry route submission. If approval is required for the site access then this will be secured under Schedule 4 of the Act. The location of the access points is therefore presented for context and information purposes and is not for approval.

LGV access to the worksites from the special / trunk road network will be obtained in the first instance via the TLRN Network, with the A40/Western Avenue representing the closest part to the worksites. From the A40/Western Avenue, LGVs will follow B467/Swakeleys Road for approximately 1.1km before existing a roundabout and joining Breakspear Road South. After 1.2km LGV's will turn left/right into the relevant worksite gate.

In addition to the lorry route approval sought in this submission, a number of other approvals will be required and sought by the nominated undertaker under the appropriate statutory and legal framework. These include highways consents under Schedule 4 of the HS2 (London - West Midlands) Act for the creation of the temporary accesses to sites (if required) and a Schedule 17 approval of compound site restoration scheme (if required). Site works will be undertaken in accordance with the HS2 Class Approval for construction activities

3.3 Relevant Planning History

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 schedule 17 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 ground 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.

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.

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 UDP 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 Heritage and ecological matters.

Part 1 Policies:

Part 2 Policies:

1. **AM2 Development proposals - assessment of traffic generation**

Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity

2. **AM7 Consideration of traffic generated by proposed developments.**

Consideration of traffic generated by proposed developments.

3. **LPP 6.11 (2016)Smoothing Traffic Flow & Tackling Congestion**

(2016) Smoothing Traffic Flow and Tackling Congestion

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

(2016) Road Network Capacity

5. **LPP 7.14 (2016) Improving air quality**

(2016) Improving air quality

6. **NPPF National Planning Policy Framework**

National Planning Policy Framework

6.0 COMMENTS ON PUBLIC CONSULTATION

6.1 EXTERNAL

Not applicable.

6.2 INTERNAL

HIGHWAY ENGINEER (Summary)

Site Proposals & Description of Works

The submission relates to attaining approval for the movement of Large Goods Vehicles (LGVs) to and from HS2 worksites located on Breakspear Road South. In order to accommodate the HS2 routing, the proposed site compounds off Breakspear Road South (in proximity and due north of the railway bridge) will facilitate demolitions, construction of a new MSD 'haul' road, ground investigations, new above-ground structures and utility works/diversion activities related to the existing MSD, Gatemead Farmhouse and Oak Farm sites which are private in tenure.

The proposal is split into two sites, with the main one concentrated on a part of the MSD site, which would require the demolition of 12 buildings together with Gatemead Farmhouse. The MSD pharmaceutical company is to remain, but in a consolidated form located in the northern part of their current site with a new/realigned haul roadway. The second smaller site in proximity of the above is predominantly concentrated on land surrounding Oak Farm which is located on the opposite side of Breakspear Road South. The closure of an existing bridleway (U42) within the MSD site (currently diverted) with subsequent permanent re-routing is also required due to the construction of the new MSD access road.

The two-way construction routing will involve north/southbound usage of Breakspear Road South and Swakeleys Road for a distance of 1.2km and 1.1 km respectively to a final destination which involves east/westbound utilisation of a section of the A40 Western Avenue which falls under the jurisdiction of the Transport for London Road Network (TLRN). Core working hours will be from 8am to 6pm Monday to Friday and 8am to 1pm on Saturday.

The sites will generate LGVs movements along the designated construction routing with some possible traffic interplay between the two compounds which will include other staff and Light Passenger Vehicle movements. Details with regard to the latter are absent from the submission.

It is clear that under the High Speed Rail (London-West Midlands) Act 2017, the power of determination of the approval by the 'Qualifying Authority', being Hillingdon Council, is constrained as compared with proceedings under the TCPA 1990.

HS2 Ltd (nominated undertaker) have designed a proposal to suit the term objectives of construction of the new MSD access road and also those which are required in conjunction with demolition and site clearance activities, in order to maintain the continuity of the HS2 project. The routing has been optimised with no functional road network alternatives being available for consideration.

The suggested construction routes will involve usage of the already heavily trafficked 'Classified' and TLRN road network. As is the norm, the peak morning and afternoon traffic periods are of most concern as these roads are running to over-capacity and the proposal will potentially add to current delays and congestion.

What is crucially missing from the submission is a reference to how the proposal would impact during traffic peak periods with a time-line distribution of the operational movements. Such information would indicate the frequency of LGV movements during the aforementioned peak periods and the remaining working day. The anticipated impacts may in fact be demonstrated to be de-minimis to the road network capacity however in the absence of submitted information, a fully informed judgement cannot be made.

In the absence of the above information and in the spirit of schedule 17 of the High Speed Rail (London-West Midlands) Act 2017, it is considered reasonable to recommend an informative requiring the submission of a detailed traffic management plan specific to the proposed works for this lorry route approval to

1) deter LGV movements to and from the site during peak traffic periods. LGV operations should be restricted during the hours of Monday to Friday from:-

·7.30 am to 9.30 am

·4.30 pm to 6.30pm

and

2) inform this Authority on HS2 site related impacts on the public realm which would include workforce numbers with estimated activity profiles.

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

7.1 ROAD TRANSPORT

Site Access

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 and therefore the submitted access

arrangements within this appraisal are considered indicative at this stage.

Workforce Transport Traffic Generation

Within the submitted Traffic Management Plan (TMP), alternate sustainable travel modes to and from the site are highlighted such as cycling, mini-bussing, public transport and walking. The proposal also demands the construction of a workforce car park which will accommodate personnel and sub-contractors. However there is no information with regard to estimated staff/sub-contractor numbers or modal split travel data. The Highway Engineer therefore notes that it is not possible to ascertain the profile and level of car-borne travel generated by the works. It is understood that the aforementioned details are still a 'work in progress' to be finalised at a later stage and would be inclusive to an updated future Traffic Management Plan (TMP).

LGV Traffic Generation

Overall, enabling works activities at the worksite are scheduled to take place between Autumn 2018 and Spring 2019. However, activities and predicted LGV movements can be broadly divided into those associated with the construction of the new MSD access road and also those which are required in conjunction with demolition and site clearance activities.

It is anticipated that the activities in respect of the new MSD access road will require up to 200 LGVs per week, equivalent to 400 movements per week. On the basis of a 5-day working week, this equates to a value of up to 80 LGV movements per day. These activities are anticipated to take place for approximately 5 months, between September 2018 to January 2019.

With respect of demolitions and site clearance activities, it is anticipated that these will require up to 200 LGVs per week, equivalent to 400 movements per week. On the basis of a 5-day working week, this equates to a value of up to 80 LGV movements per day. These activities are anticipated to take place between August 2018 and June 2019 (approximately 10 months).

Utilities works are planned to take place between August 2018 and June 2019. The extent of associated LGV movements is likely to be very low and as such this will be incorporated within the predicted maximum daily figure for the MSD worksite.

Given the above figures, it is anticipated that on average, up to a peak of 160 two-way LGV movements will be generated on a daily basis between September 2018 and January 2019 for the construction of the new MSD road, together with demolitions and site clearance activities, with a commensurate predicted drop in activity after this period to an average level of 80 LGV's per day, to June 2019, due to the completion of the haul road. Thereafter, de-mobilisation is anticipated to generate up to 24 LGV movements until July 2019 for approximately 1 month.

To summarise, at first, the figure of 160 two-way LGV movements will comprise the aggregated movements associated with the new haul route construction and the demolition/site clearance works. From January 2019, this figure will be solely associated with the demolition / site works, before the predicted level of daily LGV movements reduces to the predicted end of activities in July 2019.

Although peak traffic period generation figures have not been provided, the Highway Engineer recommends that peak traffic periods are avoided in full or in substantive part.

The Highway Engineer notes that the suggested construction routes will involve usage of the already heavily trafficked 'Classified' and TLRN road network. As is the norm, the peak morning and afternoon traffic periods are of most concern as these roads are running to over-capacity and the proposal will potentially add to current delays and congestion.

The Highway Engineer also notes that the submission fails to provide information on how the proposal would impact during traffic peak periods, with a lack of time-line distribution of the operational movements. Such information would indicate the frequency of LGV movements during the aforementioned peak periods and the remaining working day. Whilst the anticipated impacts may in fact be demonstrated to be de-minimis to the road network capacity, in the absence of submitted information, a fully informed judgement cannot be made.

In the absence of the above information and given the concerns about the timing of the traffic movements, an informative is recommended seeking a traffic management plan specific to the proposed works for this lorry route approval, which should include workforce numbers with estimated activity profiles and the measures to reduce impacts on peak hours of traffic (7.30 - 9.30am and 4.30 to 6.30pm).

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 is the second application submitted by HS2 Ltd which relates to road transport and as such, is governed by Schedule 17, paragraph 6 of the High Speed Rail Act 2017 which is headed 'Condition relating to road transport'.

This application essentially involves a request for approval for the movement of Large Goods Vehicles to and from HS2 work sites located on Breakspear Road South. LGVs are defined as vehicles exceeding 7.5 tonnes in gross weight and approval under Schedule 17 is only required in circumstances where there will be in excess of 24 LGV movements per day.

Schedule 17, paragraph 6 provides that the Council may only refuse to approve the application on the following two grounds:

1. the arrangements relate to development which ought to and can reasonably be considered in conjunction with development which has deemed planning permission under section 20 the 2017 Act.
2. 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.

The Council may only impose conditions on approvals with the agreement of HS2 Ltd and on the ground referred to in paragraph 2 above.

The Borough Solicitor advises that on the basis of the information contained in the report, there are no proper grounds for refusing the application or imposing any conditions on it and therefore, he agrees with the recommendation that the application should be approved. The Borough Solicitor further agrees with the imposition of an Informative in the terms set out in the report.

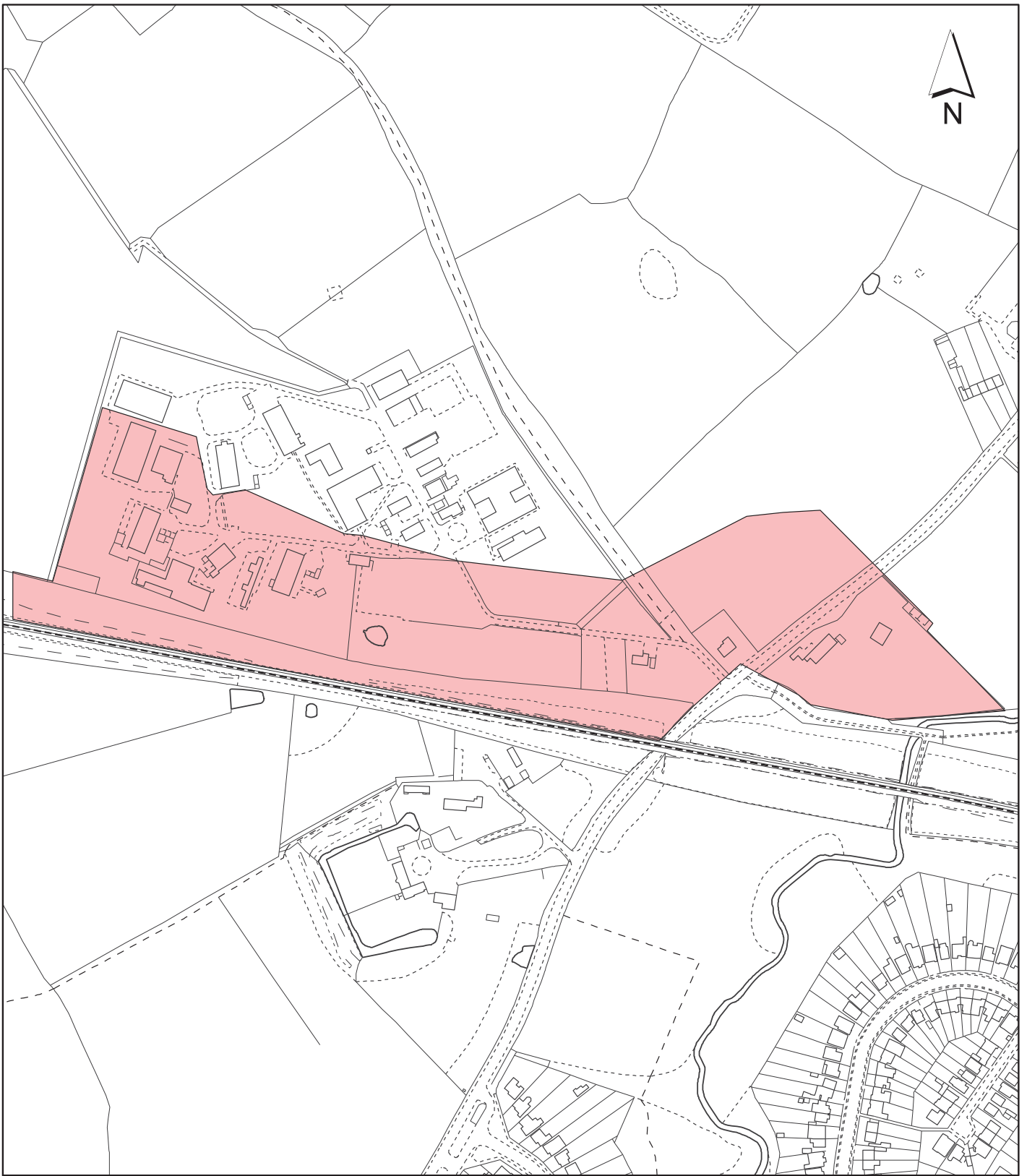
9.0 OTHER ISSUES

None.

10.0 REFERENCE DOCUMENTS

The High Speed Rail (London-West Midlands) Act 2017.

Contact Officer: Karl Dafe **Telephone No:** 01895 250230



Notes:

 Site boundary

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Site Address:

**HS2
 Merck Sharpe Dohme (MSD) Site off
 Breakspear Road South**

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

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

Planning Application Ref:

72870/APP/2018/2952

Scale:

1:3,500

Planning Committee:

HS2 Page 18

Date:

October 2018



HILLINGDON
 LONDON

Plans for HS2 Planning Sub Committee

Tuesday 9th October
2018



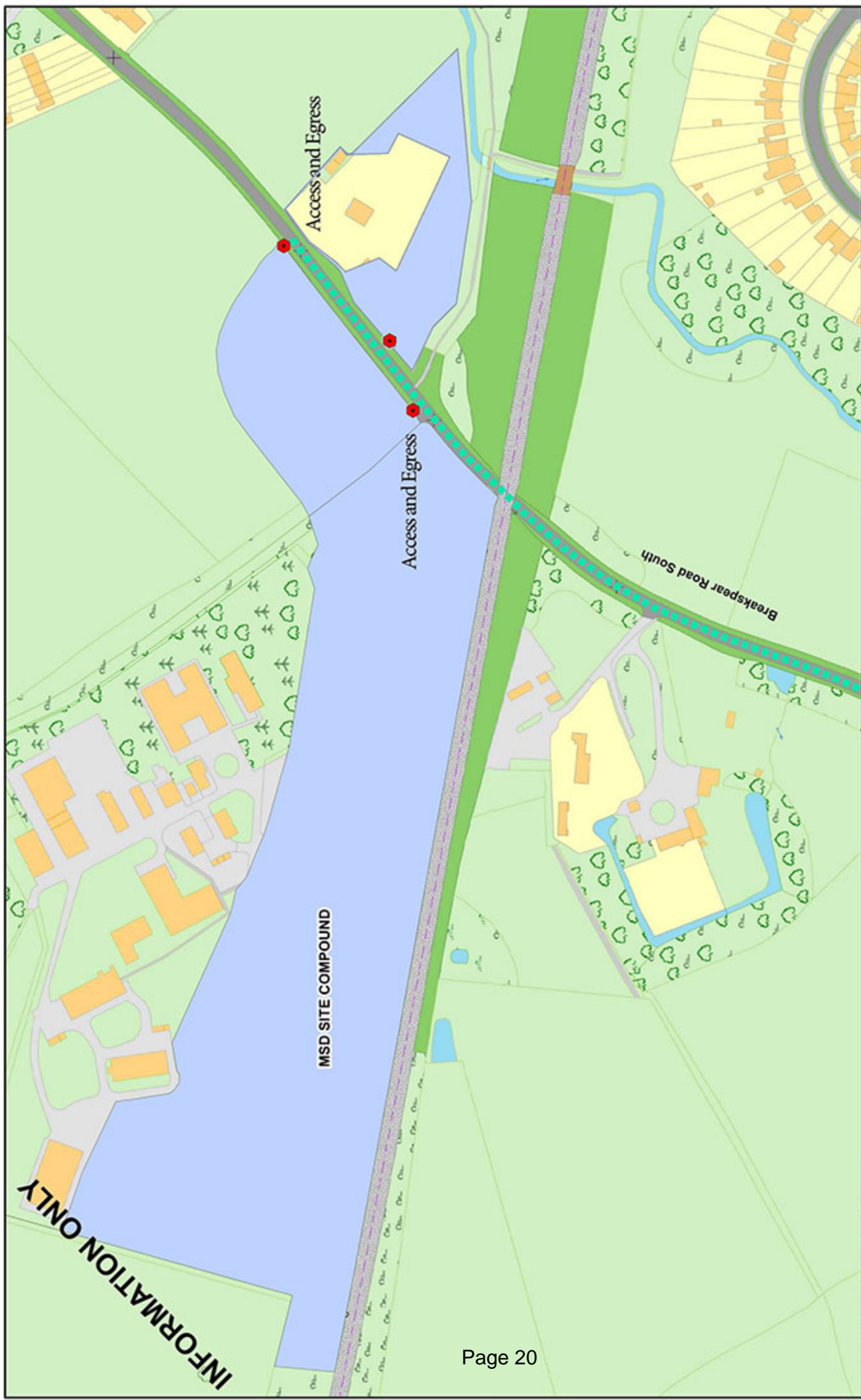
HILLINGDON
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INFORMATION ONLY

MSD SITE COMPOUND

Access and Egress

Access and Egress

Breakspear Road South

Legend

- Indicative Access Point
- MSD Site Compound
- Local Route to be Used

Scale at A3: 1:2000

HS2

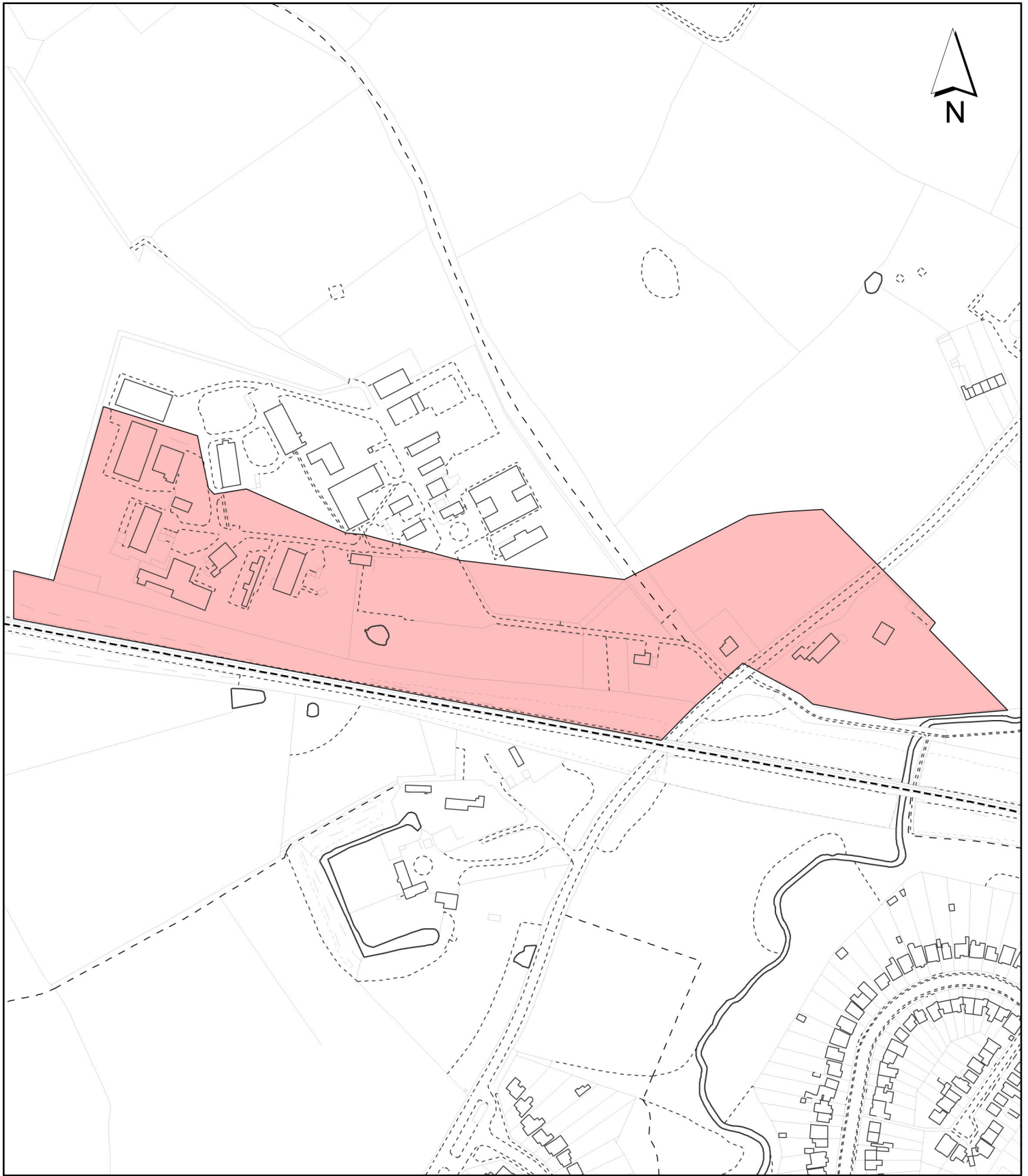
MSD Compound Lorry Route

Protect

COSTAIN SKANSKA

Doc Number: 1EW02-CSJ-PL-MAP-S002-000002 Date: 25/01/2017

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 OF HILLINGDON**
 Residents Services
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 Civic Centre, Uxbridge, Middx. UB8 1UW
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HS2 Page 22

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