



HILLINGDON
LONDON

A

VIRTUAL Major Applications Planning Sub-Committee (HS2)

To Councillors on the Committee

Councillor Steve Tuckwell (Chairman)
Councillor Edward Lavery (Vice-Chairman)
Councillor Nicola Brightman
Councillor Becky Haggar
Councillor Janet Duncan
Councillor John Oswell
Councillor John Morgan

Date: WEDNESDAY, 24 JUNE
2020

Time: 6.00 PM

Location: VIRTUAL MEETING

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Important Meeting Advice: Following UK Government advice to avoid all but essential travel and to practice social distancing, the usual physical public speaking rights at Planning Committee will be suspended temporarily during the coronavirus pandemic. Instead, written representations will be considered as part of Hillingdon's established Petitions Scheme.

Published: 16 June 2020

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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 - 8
- 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

- 6 Land at Dews Lane, Dews Lane, Harefield - 75435/APP/2020/1057 9 – 30
46 – 66

Request for approval of plans and specifications under condition imposed by Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 relating to the creation of new Dews Lane alignment (scheduled work 2/2) running parallel to existing Dews Lane, creation of earthworks, erection of fencing, gabion wall and headwalls and creation of earthworks to facilitate a drainage pond.

Recommendation: Approval

- 7 National Grid ZC Diversion - Construction Site & Compound Off Harvil Road, Harefield - 74320/APP/2020/20 31 - 44
67 - 70

Request for approval of Lorry Routes under condition imposed by Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 relating to the diversion of the National Grid ZC overhead power line in the Colne Valley.

Recommendation: Approval

- Plans for Major Applications Planning Sub-Committee 45 - 70**

Minutes

MAJOR APPLICATIONS PLANNING SUB-COMMITTEE (HS2)

14 May 2020



Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman) Eddie Lavery (Vice-Chairman) Nicola Brightman Becky Haggar Janet Duncan John Oswell John Morgan</p> <p>Witnesses Present:</p> <p>LBH Officers Present:</p> <p>Also Present:</p>	
1.	<p>ELECTION OF CHAIRMAN (<i>Agenda Item 1</i>)</p> <p>RESOLVED: That Councillor Tuckwell be elected as Chairman of the Major Applications Planning Sub-Committee for the 2020/21 municipal year.</p>	Action by
2.	<p>ELECTION OF VICE CHAIRMAN (<i>Agenda Item 2</i>)</p> <p>RESOLVED: That Councillor Lavery be elected as Vice-Chairman of the Major Applications Planning Sub-Committee for the 2020/21 municipal year.</p>	Action by
<p>The meeting, which commenced at 7.53 pm, closed at 8.03 pm.</p>		

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

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Minutes

MAJOR APPLICATIONS PLANNING SUB-COMMITTEE (HS2)

20 May 2020



Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman) Eddie Lavery (Vice-Chairman) Nicola Brightman Becky Haggar John Morgan Janet Duncan John Oswell</p> <p>Witnesses Present:</p> <p>LBH Officers Present: Raj Alagh, Borough Solicitor James Rodger, Head of Planning, Transportation and Regeneration Ian Thynne</p> <p>Also Present:</p>	
3.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p> <p>It was noted that Cllr Roy Chamdal was no longer a Member of the HS2 Major Applications Sub-Committee and had been replaced by Cllr John Morgan.</p>	Action by
4.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>	Action by
5.	<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 dated 4 March 2020 be approved as an accurate record.</p>	Action by
6.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>	Action by

7.	<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 were in Part I and would be heard in public.</p>	Action by
8.	<p>COVID-19: TEMPORARY PLANNING PETITION SCHEME CHANGES - WRITTEN REPRESENTATIONS IN LIEU OF PHYSICAL SPEAKING RIGHTS (<i>Agenda Item 6</i>)</p> <p>It was confirmed that this was not applicable as there were no petition or speaking rights in the case of HS2 applications.</p>	Action by
9.	<p>NATIONAL GRID ZC DIVERSION - CONSTRUCTION SITE & COMPOUND OFF HARVIL ROAD, HAREFIELD - 74320/APP/2020/22 (<i>Agenda Item 7</i>)</p> <p>Officers presented the application which sought approval of lorry routes under condition imposed by Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 relating to the diversion of the National Grid ZC overhead power line in the Colne Valley.</p> <p>It was noted that some additional late information had been submitted by HS2 Ltd and circulated to Members earlier that day. This information did not substantially change the submission or the principle of it. The amount of traffic using the routes had not changed but a more intensive use of the access point to the north of the site was proposed. This was concerning since the proposal was to move vehicles right on to the busy and fast-moving Harvil Road. At peak times there would be approximately 100 slow turning vehicle movements a day at this access point. In light of this additional information, two possible options were outlined:</p> <ul style="list-style-type: none"> • Deferral to allow HS2 Ltd to provide more details on the access arrangements; • The addition of a Condition to secure further details relating to the access arrangements. <p>The Legal Officer addressed the Sub-Committee noting that, given the late submission of additional information, it had not been possible for the Council to ascertain whether HS2 Ltd would agree to a Condition being attached to approval of the application. Members were informed that, for such applications which fell under paragraph 6 of Section 17, the consent of HS2 had to be sought prior to the imposition of a Condition by the Sub-Committee. It was suggested that deferral would indicate that the Council was willing to act reasonably and would give HS2 Ltd an opportunity to put forward alternative arrangements. Such an option would also mitigate the possibility of HS2 Ltd lodging an appeal against the decision of the Sub-Committee. Members were advised that it would be difficult for HS2 Ltd to justify an appeal for non-determination within an 8-week period given that they had approached the Council with additional information at the eleventh hour.</p>	Action by

	<p>Members commented that the proposed number of lorry movements was largely acceptable; however, the access arrangements were a matter of some concern. It was noted that, under the new proposal, a large volume of vehicles would exit the site onto Harvil Road into fast moving traffic and this would have road safety implications. It was felt that the addition of a Condition would not be acceptable to HS2 Ltd and would give them another opportunity to appeal therefore was not advisable. Members were of the opinion that deferral would give HS2 an opportunity to make alternative arrangements to safeguard those using the site, local residents and road users.</p> <p>The deferral option was moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be deferred to allow HS2 Ltd to provide more details on the access arrangements; for consideration at a future meeting of the Major Applications HS2 Sub-Committee.</p>	
10.	<p>LAND N/O CHILTERN MAINLINE, E/O RIVER PINN, W/O HIGH ROAD/ICKENHAM ROAD, RUISLIP - 75317/APP/2019/4141 <i>(Agenda Item 8)</i></p> <p>Officers presented the application, which comprised a Plans & Specifications submission under Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017, relating to the new above-ground section of railway, including the West Ruislip Portal, the Portal Headhouse and Site Compound, substation building, part of the West Ruislip Retained Embankment and associated permanent works, including lighting, earthworks, boundary / security fencing and noise barriers. Officers were of the opinion that the proposals would not have a detrimental impact on a site of ecological value or an archaeological area of importance.</p> <p>In terms of the earthworks, informatives were recommended regarding drainage and tree protection. A Condition was proposed in relation to the ground headhouse structure and substation for the use of living screens to soften the appearance of the structures. Since the proposed noise screens were based on modelling work only at this stage, an additional Condition had been added in relation to the monitoring and reporting of noise. This would protect the amenity of local residents and allow for additional noise mitigation measures to be considered in the future if required.</p> <p>The Legal Advisor informed Members that this application fell to be considered under paragraphs 2 and 3 of Schedule 17 of the HS2 Act. Approval of the application was recommended subject to two informatives and two conditions. Informatives were difficult, if not impossible, to enforce and did not feature in the HS2 Act. Conditions, however, did feature in the Act and they were explicitly mentioned in both paragraphs 2 and 3 of Schedule 17. The Sub-Committee was legally able to impose conditions under paragraphs 2 and 3 without the prior approval or consent of HS2 Ltd. However, before imposing any such conditions, the Sub-Committee needed to ensure that the specific</p>	Action by

legal tests set out in paragraphs 2 and 3 were fully satisfied. This test is that, in relation to paragraph 2, the design or external appearance of the building works ought to be modified to preserve the local environment or local amenity and is reasonably capable of being so modified. With regard to paragraph 3, the legal test, insofar as sight, noise or dust screens is concerned, is that the design or external appearance of the works ought to, and could reasonably be modified, to preserve the local environment or local amenity. Members' attention was drawn to pages 40 and 45 of the report where officers had specifically provided an analysis of these legal tests in relation to paragraphs 2 and 3 respectively. Members were also advised to fully consider and take into account the comments made about how these tests were satisfied in the officer presentation.

In terms of landscaping, Members enquired whether it would be possible to improve the appearance of the proposed 5 metre noise barrier at the end of the Greenway for the benefit of local residents. It was confirmed that the noise barrier was an engineering structure which had to be regularly maintained therefore this would be difficult. Moreover, a limited amount of vegetation would be possible in the area between the noise barrier, High Speed 2 and the Chiltern Line for health and safety reasons. HS2 Ltd had advised the Council that the appearance of the noise barrier could not be softened through landscaping from a maintenance and structure management perspective; such a request could not therefore be deemed to be reasonable.

Members requested further clarification regarding the area of hardstanding within the compound area for emergency and maintenance vehicles. It was noted that this area could also be used for parking. Members enquired whether there was a stipulation as to the number of cars which could park there. Concern was expressed that emergency vehicles trying to access the site might encounter difficulties if a large number of cars were already parked there. Officers confirmed that the car parking in that area was minimal – 850 sqm of parking space. The site was very secure therefore it would be unlikely that there would be any obstacles to restrict access to emergency vehicles. The site was not fully operational and staff would not be coming and going on a regular basis, therefore it was anticipated that this would not be a problem.

The Sub-Committee thanked officers for the comprehensive report and the Borough Solicitor for his thorough legal advice. Members commented that the proposed arrangements were broadly satisfactory and noted that the addition of a living, green wall would soften the structure considerably. It was felt that the imposition of a Condition in this regard was reasonable since the change was not to the structure itself but to its appearance. In respect of noise, Members were of the opinion that it was reasonable for the Sub-Committee to impose a Condition necessitating appropriate monitoring of noise levels thereby ensuring that, should the levels set in the Act be breached, the Council could reasonably request that further works be carried out to mitigate noise. Councillors were satisfied that both of the proposed Conditions met the legal test set out in paragraphs 2 and 3 of the Act.

<p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved, subject to the Conditions and the informatives set out in the report.</p>	
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<p>RESOLVED: That the application be approved subject to the conditions and informatives outlined in the officer's report.</p>	
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<p>The meeting, which commenced at 6.00 pm, closed at 7.22 pm.</p>	
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These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services - Liz Penny on . 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: LAND AT DEWS LANE DEWS LANE HAREFIELD

Development: Request for approval of plans and specifications under condition imposed by Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 relating to the creation of new Dewes Lane alignment (scheduled work 2/2) running parallel to existing Dewes Lane, creation of earthworks, erection of fencing, gabion wall and headwalls and creation of earthworks to facilitate a drainage pond.

LBH Ref Nos: 75435/APP/2020/1057

Drawing Nos:	Date of Plans:
1MC05-ALJ-TP-CRO-CS01_CL01-000019	26-03-2020
1MC05-ALJ-TP-DSE-CS01_CL01-166003	26-03-2020
1MC05-ALJ-TP-DDE-CS01_CL01-167004	26-03-2020
1MC05-ALJ-TP-DSE-CS01_CL01-166004	26-03-2020
1MC05-ALJ-TP-DGA-CS01_CL01-167003	26-03-2020
1MC05-ALJ-TP-DPL-CS01_CL01-166010	26-03-2020
1MC05-ALJ-TP-DDE-CS01_CL01-167005	26-03-2020
1MC05-ALJ-TP-REP-CS01_CL01-000019	26-03-2020
1MC05-ALJ-TP-DSE-CS01_CL01-166005	26-03-2020
1MC05-ALJ-TP-DPL-CS01_CL01-166007	26-03-2020
1MC05-ALJ-TP-REP-CS01_CL01-000014	26-03-2020
1MC05-ALJ-GI-MAP-CS01_CL01-000006	26-03-2020
1MC05-ALJ-TP-DEL-CS01_CL01-166009	26-03-2020
1MC05-ALJ-TP-DPL-CS01_CL01-166008	26-03-2020
1MC05-ALJ-TP-DSE-CS01_CL01-166001	26-03-2020
1MC05-ALJ-TP-DSE-CS01_CL01-166002	26-03-2020
1MC05-ALJ-TP-DPL-CS01_CL01-100388	26-03-2020

Drawing Nos:	Date of Amended Plans:
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Date Application Valid: 26th March 2020

1. SUMMARY

This application comprises a Plans and Specifications submission under Schedule 17 of the HighSpeed Rail (London-West Midlands) Act 2017 (The Act), in relation to permanent above ground features associated with the creation of a new Dews Lane alignment (scheduled work 2/2), including earthworks, fencing, gabion headwall and creation of earthworks to facilitate a drainage pond.

The application is the 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 design and realignment of Dews Lane, together with internal traffic management designs within the realigned roadway are broadly acceptable.

No objections are raised to the proposed fencing.

Officers are of the opinion that the proposals, although they would have an ecological impact, would not have a detrimental impact on a site of ecological value (i.e. a designated site).

Historic England (GLAAS) considers that the proposal will not have a significant effect on heritage assets of archaeological interest and is satisfied that the question of amending the design to preserve an archaeological site does not arise.

The drainage matters remain a concern, as HS2 Ltd and the Environment Agency are agreeing on the drainage systems the Council then has to manage. However, approval of the drainage arrangements for the re-aligned Dews Lane will take place via a Schedule 33 submission under the HS2 Act. An informative is therefore recommended, advising the nominated undertaker to work with the Council to identify the impacts of the proposals on the surface water drainage regime in the area, including impacts on the New Years Green Bourne and the adopted highway.

It is considered that there are no reasonably practicable measures which need to be taken for the purpose of mitigating the effect of the work or its operation in terms of its impact on the local environment / local amenity, in accordance with Schedule 17 of the Act.

2. RECOMMENDATION

APPROVAL

INFORMATIVES

1. I99 Non Standard Informative

The proposed development includes measures relating to a number of different protected species.

The proposals must be designed in accordance with any relevant protected species licence and ecological standards for the project.

2. I99 Non Standard Informative

The nominated undertaker must work with the Council to identify the impacts of the proposals on the surface water drainage regime in the area, including impacts on the New Years Green Bourne and adopted highway. This work must be undertaken on a strategic basis, and factoring in all the relevant parts of this project.

3. CONSIDERATIONS

3.1 Site and Locality

The site sits within the Colne Valley Regional Park (CVRP), approximately 2km to the south of Harefield and 3km to the north-west of Ruislip/Ickenham. The existing Chiltern Railways line lies approximately 500m to the south of the existing Dews Lane with the Grand Union Canal being situated 500m to the west at its closest point. Harvil Road lies at the eastern extent of the site boundary.

Dews Lane is currently a private road, not adopted by the London Borough of Hillingdon in its role as the local highway authority. It is orientated in an east-west direction for approximately 500m, from a junction with Harvil Road to the Hillingdon Outdoor Activities Centre (HOAC). It provides an access to residential properties, HOAC, a Thames Water pumping station, and other facilities including the West London Rangers Rifle Club (WLRRC), Hillingdon and Uxbridge Motor Club (HUX) and Harrow Angling Society (HAS).

The immediately surrounding land use is predominantly agricultural, with regular shaped, small to medium sized fields of pasture and some pockets of arable farmland. Many of the fields are bordered by hedgerows and hedgerow trees. Along the alignment of the existing Dews Lane are a mix of isolated two storey detached farmhouses and associated agricultural buildings, such as barns and sheds.

There are some areas of woodland nearby, including Newyears Green Covert and Copthall Covert to the east and north of the scheme with Dews Dell also situated adjacent to the works area to the site, south of Dews Lane.

3.2 Proposed Scheme

This application relates to the request for approval of plans and specifications relating to permanent above ground features associated with the creation of a new Dews Lane alignment (scheduled work 2/2), including earthworks, fencing, gabion headwall and creation of earthworks to facilitate a drainage pond.

The relevant scheduled works as set out under Schedule 1 of the Act to which this Schedule 17 submission relates are:

· 'Work No. 2/2 - A realignment of Dews Lane, forming an access to Hillingdon Outdoor Activities Centre commencing by a junction of that road with Harvil Road and terminating at the entrance to the Hillingdon Outdoor Activity Centre;)

The works submitted for approval comprise:

1. Construction of a new permanent carriageway and verges to the south of the existing Dews Lane alignment and creation of structural and landscape earthworks and drainage features to support the carriageway;
2. The provision of earthworks for an associated drainage pond, including a gabion wall to drain the new widened Dews Lane alignment;
3. Drainage and culvert headwalls; and
4. The provision of permanent fences to demarcate land boundaries and allow accesses to be secured.

The permanent and newly realigned and parallel carriageway to Dews Lane would be located just to the south of the existing lane, measuring 7m in width (with 1m verges) during the HS2 Ltd construction phase, reverting to 5.5m (with 1.75m verges) once works are complete. The existing Dews Lane roadway would be narrowed to 2.5m in order to create a non-motorised use (NMU) corridor with the exception that during viaduct construction it would be used as a 'temporary access' to the HOAC. The new roadway would serve all existing properties located directly to the north, including two private dwellings and farm holdings. New provisions such as a permanent maintenance access for the viaduct together with a separate access to a new electricity sub-station would also be facilitated by the realignment.

Post and wire fencing has been proposed to be erected on the south side of the new alignment, to delineate highway and adjacent land boundary.

The applicant advises that works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the HS2 Code of Construction Practice. Following utility surveys, land within the Schedule 17 submission boundary will be subject to vegetation clearance, in order to allow the contractors to commence work. At the same time as preparing the sub-base, controlled demolition of the Dews Lane Farmhouse and outbuildings will be undertaken.

The land for the new access will then have subsoil and topsoil stripped, prior to an appropriate highway sub-base being installed, with drainage culverts, extended badger culverts and ducting for future utility connections being completed prior to the highway sub base.

Following the installation of sub-base, the top-coarse of the upgraded Dews Lane will be laid and permanent bell-mouth junction works geometry completed. At this time, the existing Dews Lane bell-mouth to Harvil Road will be stopped up and a connection to the new Dews Lane alignment will be provided.

At the end of the construction period of the wider HS2 works, the existing Dews Lane alignment will then be closed to motorised traffic and the new alignment opened to motorised traffic. The historic alignment will be retained as a non-motorised use, with existing accesses extended slightly to meet the new Dews Lane alignment.

Indicative Mitigation

In addition to the works for which approval of Plans and Specifications is required, the overall mitigation scheme in this location also includes the Proposed Indicative Landscape Scheme. This is not for approval. The indicative landscape proposals for Dews Lane form part of wider and integrated restoration works associated with the Colne Valley Viaduct (CVV) and associated infrastructure. The applicant submits that the landscape strategy is predicated on conserving as far as possible the existing character of the receiving environment, and where achievable, to bring betterment with regards to public access; improving the interface between retained dwellings and the road corridor; and protection of habitats (with localised enhancement where practicable).

The anticipated construction programme is set out below:

March 2020 Mobilisation, utility diversions and site clearance of worksites
April 2020 Dews Lane enabling works (to be undertaken by FUSION)
April 2020 Demolition works May 2020
June 2020 Commencement of Dews Lane realignment works and works to the existing Dews Lane.

Description of Anticipated Required Works

HS2 Act, Schedule 4, Part 1 Creation of new Dews Lane access arrangement and associated traffic management consents under Schedule 4, Paragraph 6.
HS2 Act, Schedule 4, Part 2 Temporary interference at junction with Harvil Road under Schedule 4
HS2 Act, Schedule 4, Part 2 Temporary interference at junction with Harvil Road under Schedule 4
HS2 Act, Schedule 17, Paragraph 9 Bringing into Use Dews Lane Scheduled Work 2/2
HS2 Act, Schedule 17, Paragraph 12 Site Restoration Plan
HS2 Act, Schedule 33 Drainage consent for permanent works under Schedule 33 of the Act.
Control of Pollution Act, Section 61 Noise and Vibration consents for Dews Lane works and compound under Section 61.
Building Act, Section 80 Notice to local authority of intended demolition of RMC garages and other structures.

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 which 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).

The Planning Conditions set out in Schedule 17 of the Act require the nominated undertaker to submit requests for approval to the relevant planning authority for:

- Building works;
- Other construction works;
- Matters ancillary to development (referred to as construction arrangements);
- bringing into use;
- site restoration schemes;
- waste and soil disposal and excavation; and
- road transport (lorry route approval).

Schedule 17 of the Act sets out the grounds on which a relevant planning 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 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:

1. PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

(2012) Green Belt, Metropolitan Open Land and Green Chains

2. PT1.EM6 (2012) Flood Risk Management

(2012) Flood Risk Management

3. **PT1.EM7 (2012) Biodiversity and Geological Conservation**

(2012) Biodiversity and Geological Conservation

4. **PT1.EM8 (2012) Land, Water, Air and Noise**

(2012) Land, Water, Air and Noise

Part 2 Policies:

1. **DMEI 4 Development on the Green Belt or Metropolitan Open Land**

Development on the Green Belt or Metropolitan Open Land

2. **DMEI 7 Biodiversity Protection and Enhancement**

Biodiversity Protection and Enhancement

3. **DMHB 1 Heritage Assets**

Heritage Assets

4. **DMHB 14 Trees and Landscaping**

Trees and Landscaping

5. **DMT 1 Managing Transport Impacts**

Managing Transport Impacts

6. **DMT 2 Highways Impacts**

Highways Impacts

7. **LPP 5.12 (2016) Flood risk management**

(2016) Flood risk management

8. **LPP 7.16 (2016) Green Belt**

(2016) Green Belt

9. **LPP 7.19 (2016) Biodiversity and access to nature**

(2016) Biodiversity and access to nature

10. **LPP 7.21 (2016) Trees and woodlands**

(2016) Trees and woodlands

11. **LPP 4.11 (2016) Encouraging a connected economy**
(2016) Encouraging a connected economy
12. **LPP 5.13 (2016) Sustainable drainage**
(2016) Sustainable drainage
13. **LPP 6.2 (2016) Providing public transport capacity and safeguarding**
(2016) Providing public transport capacity and safeguarding land for transport
14. **LPP 6.4 (2016) Enhancing London's Transport Connectivity**
(2016) Enhancing London's Transport Connectivity
15. **LPP 7.15 (2016) Reducing and managing noise, improving and**
(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
16. **LPP 7.18 (2016) Protecting open space and addressing deficiency**
(2016) Protecting open space and addressing deficiency
17. **LPP 7.30 (2016) London's canals and other rivers and waterspaces**
(2016) London's canals and other rivers and waterspaces
18. **LPP 7.4 (2016) Local character**
(2016) Local character
19. **NPPF National Planning Policy Framework**
National Planning Policy Framework

6.0 COMMENTS ON PUBLIC CONSULTATION

6.1 HISTORIC ENGLAND (GLAAS)

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and made available in connection the application and in pre-application and other consultation with the High Speed 2 Ltd.

Archaeological trial trenching has carried out on either side of Dews Lane with negative results to the north and immediately to the south. I therefore conclude that the proposal will not have a significant effect on heritage assets of archaeological interest. Although I have not yet received the report I am satisfied that the question of amending the design to preserve an archaeological site

does not arise.

This response relates solely to archaeological considerations.

NATURAL ENGLAND

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected sites.

This planning proposal is for a development scheme or works scheduled under the provisions of the High Speed Rail (London-West Midlands) Act (2017) which form part of the High Speed Two scheme within your area. It should therefore be determined using the planning regime established by that legislation. The Act grants the work deemed planning permission, subject to certain matters and details of the deemed consent being reserved for subsequent local planning authority approval under Schedule 17. We advise that, in determining the consultation, the planning authority should have regard to the permissions already granted under The Act, and to any relevant supporting documents to The Act.

The proposed development includes measures relating to a number of different protected species. The planning authority should advise HS2 Ltd that the proposals must be designed in accordance with any relevant protected species licence and ecological standards for the project.

Natural England has developed two HS2 specific Bat Mitigation Class Licences. One licence covers certain bat species and roost types in built structures (WML-CL39) and the other covers certain bat species and roost types in trees (woodland, parkland or single tree situations)(W ML-CL40). These licences permit suitably experienced employees and staff of contractors to undertake specified activities affecting bats that would otherwise be unlawful. The licence facilitates the enabling and construction works for the high speed rail line between London and Birmingham (Phase 1). In addition, HS2 can also use the existing Bat Mitigation Class Licence (WML-CL21) or apply to Natural England for a site specific licence if the species, scale of impact or roost type are not covered by the Class Licences. The planning authority should advise HS2 Ltd that the proposals must be designed in accordance with the relevant licence and ecological standards for the project. As mentioned in the 'Indicative Mitigation Proposal' document on the planning site, a maternity roost is present at Dew's farm. To date we have not received the EPSL application. Natural England has issued a route-wide organisational licence for Badgers to HS2 Ltd. The licence permits suitably experienced employees and staff of contractors to undertake specified activities affecting badgers that would otherwise be unlawful. The licence facilitates the enabling and construction works for the high speed rail line between London and Birmingham (Phase 1).

The planning authority should advise HS2 Ltd that the proposals must be designed in accordance with this licence and ecological standards for the project. Natural England are carrying out licence compliance monitoring to ensure HS2 are meeting the provisions of the licence overall. The above reference document also refers to badgers, however it does not detail any setts to be destroyed or damaged. The proposed underpass is a non licensed method. There is no mention of other protected species in the 'Indicative Mitigation Proposal' document. Therefore we have no further comment.

6.2 HIGHWAY ENGINEER

Background & Appraisal

In the case of this Schedule 17 submission, the principle of the realignment of Dews Lane is to be appraised.

The aim of the 'permanent' realignment is to create a 'temporary' construction access related to the erection of the 'Colne Valley' viaduct which runs south-east to north-west and physically crosses Dews Lane. Dews Lane currently allows access to several private dwellings, farm holdings, a rifle club and the 'Hillingdon Outside Activity Centre' (HOAC).

The proposed 'new' Dews Lane alignment has been designed to ensure safe turning movements and two-way traffic movements can occur without vehicle conflicts whilst entering or leaving the site during both the temporary (construction) and permanent phases. New provisions such as a permanent maintenance access for the viaduct together with a separate access to a new electricity sub-station would also be facilitated by the realignment.

Once viaduct construction is complete, patrons of HOAC and other established community users would fully utilise the realigned roadway however, for the duration of viaduct construction, temporary access to HOAC would occur via Dews Lane (existing) which is to connect to the realigned roadway in the proximity of the Dews Lane/Harvil Road junction. The latter is to be signalised throughout the anticipated 4-5 year construction phase after which the junction would revert to priority operation with signals removed. The principle of temporary signal installation is agreed subject to the rectification of a number of issues that have been identified within a Traffic Signal Stage 1 Road Safety Audit (RSA) produced by HS2 Ltd, such as queue length build up on Harvil Road, the lack of anti-skid surfacing on the junction approaches and questionable zebra location/design. Consent is therefore conditional on the delivery of the recommendations made within the RSA and the progression of subsequent RSA stages 2, 3 and 4 in due course which consist of auditing detailed design, scheme completion & 12/36 month review respectively.

Extended and permanent kerb alignment designs are also proposed for this new junction incorporating overrun areas to ease movements into and out of the road junction during construction, which will be retained to future proof abnormal load access to the new sub-station when required. Works are scheduled to commence in April 2020.

Although the suitability of the 'means of access' at the relocated Dews Lane/Harvil Road junction is to be vetted separately via schedule 4 (parts 1/2) of the Act, the proposals related to the new road junction are considered fit for purpose and do not raise adverse comment at this stage.

Synopsis

The design and realignment of Dews Lane together with internal traffic management designs within the realigned roadway are considered broadly acceptable 'in-principle' (including the Dews Lane/Harvil Road junction redesign) as relevant highway design standards, in terms of scale, alignment and junction visibility splays, have been met. However some further clarity is required with regard to interim and permanent access arrangements for the rifle club premises which appear constrained as presented. Clearly this establishment should function without impediment. There are no further observations.

FLOOD OFFICER

The application is for the construction of a new permanent carriageway and verges to the south of the existing Dews Lane alignment and creation of structural and landscape earthworks and drainage features to support the carriageway. The level of details to be able to review the drainage arrangement is inadequate and does not clarify the long term adoption and maintenance requirements as requirement of the NPPF paragraph 165.

The existing 8.5m long twin 450mm diameter culvert is proposed to be upgraded to a single 600mm diameter culvert 23m long along Dews Lane.

The realigned Dews Lane is to be drained via lined edge of carriageway filter collectors, with a positive outfall via a normally dry attenuation basin to the Newyears Green. From these locations the flow will then be conveyed by the filter collector, or a lower carrier drain through a section of higher ground, to the outfall via the drainage pond.

The rate of discharge will be controlled by a Flow Control Device, designed in accordance with the HS2 Technical Standards, the Defra Technical Standard, and the Design Manual for Roads and Bridges to the minimum practicable rate of 5 l/s. The existing Dews Lane is to become a NMU route and the drainage arrangement will be maintained.

LBH require that drainage proposals follow the SuDs Hierarchy and it is demonstrated that the most sustainable options which minimises long term maintenance and costs. Creation of a new 600mm pipe line rather than open ditch which could provide additional storage should be considered and evidence provided of the the consideration of all options.

The rate of 5ls has been updated in the HS2 guidance following feedback from LLFA that this is an outdated assumed rate of discharge and flow control devices can control flow much lower than this. None of the calculations or catchment extents have been provided to demonstrate the size of the catchment that the storage has been provided for, or the level of the outfall and the modelling information that would clarify if the outfall will be submerged and therefore further storage is required.

There are also options proposed to manage the interaction with an LBH adopted road and the highway drainage.

The surface water collection arrangement at the junction with Harvil Road and at accesses along Dews Lane, will be by either gullies or short sections of filter collectors. From these locations the flow will then be conveyed by the filter collector, or a lower carrier drain through a section of higher ground, to the outfall via the drainage pond. This should be agreed with LBH to ensure it meets Highway drainage requirement and context.

This does not therefore meet Hillingdon requirements for planning applications nor the requirements for LBH to adopt this in the longer term. It is noted that this is for information only and a Schedule 33 will be made. However changes that may be required to make this acceptable may require changes to this application.

(Officer Note: An informative is recommended advising the nominated undertaker to work with the

Council to identify the impacts of the proposals on the surface water drainage regime in the area, including impacts on the New Years Green Bourne.)

TREE AND LANDSCAPE OFFICER

This submission includes the following Dews Lane earthworks, cross-sections, drainage earthworks and headwall / outfall details, gabion walls and fence alignments, which are submitted for approval:

- 1MC05ALJ-TP-DSE-CS01_CL01-166001 - Proposed Cross Section Sheet 1, rev C02
- 1MC05-ALJ-TP-DSE-CS01_CL01-166002 - Proposed Cross Section Sheet 2, rev C02
- 1MC05-ALJ-TP-DSE-CS01_CL01-166003 - Proposed Cross Section Sheet 3, rev C02
- 1MC05-ALJ-TP-DSE-CS01_CL01-166004 - Proposed Cross Section Sheet 4, rev C02
- 1MC05-ALJ-TP-DSE-CS01_CL01-166005 - Proposed Cross Section Sheet 5, rev C02
- 1MC05-ALJ-TP-DEL-CS01_CL01-166009 - Long Profile, rev C02
- 1MC05-ALJ-TP-DGA-CS01-CL01-166008 - Proposed Earthworks Plan, rev C02
- 1MC05-ALJ-TP-DDE-CS01_CL01-167004 - Drainage Earthworks for Approval , rev C01
- 1MC05-ALJ-TP-DDE-CS01_CL01-167005 - Typical Headwall and Outfall Details, rev C01

The submission is supported by the following documents and plans, for information only:

Documents:

- 1MC05-ALJ-TP-REP-CS01_CL01-000012 - Written Statement
- 1MC05-ALJ-TP-REP-CS01_CL01-000019 - Indicative Mitigation Proposals Plans:
- 1MC05-ALJ-TP-DPL-CS01_CL01-100388 - Landscape Proposals, rev C01
- 1MC05-ALJ-TP-DGA-CS01_CL01-166007 - Location Plan, rev C02
- 1MC05-ALJ-TP-DGA-CS01_CL01-166010 - Junction visibility splay, rev C02
- 1MC05-ALJ-TP-DGA-CS01_CL01-167003 - Drainage Overview Plan, rev C01
- 1MC05-ALJ-GI-MAP-CS01_CL01-000006 - Indicative Tree Loss Plans rev C01

Documents:

- 1MC05-ALJ-TP-REP-CS01_CL01-000012 - Written Statement
- 1MC05-ALJ-TP-REP-CS01_CL01-000019 - Indicative Mitigation Proposals Plans:
- 1MC05-ALJ-TP-DPL-CS01_CL01-100388 - Landscape Proposals, rev C01
- 1MC05-ALJ-TP-DGA-CS01_CL01-166007 - Location Plan, rev C02
- 1MC05-ALJ-TP-DGA-CS01_CL01-166010 - Junction visibility splay, rev C02
- 1MC05-ALJ-TP-DGA-CS01_CL01-167003 - Drainage Overview Plan, rev C01
- 1MC05-ALJ-GI-MAP-CS01_CL01-000006 - Indicative Tree Loss Plans rev C01

Landscape 'indicative mitigation' is described in 3.3 of the Schedule 17 Plans and Specifications Written Statement for Information (ref. ALJ-TP-0013) - with no detailed supporting plans.

RECOMMENDATION: No landscape comment but these plans should be assessed by highway and drainage specialists.

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

7.1 OTHER CONSTRUCTION WORKS

- HIGHWAY CONSIDERATIONS

In the case of this Schedule 17 submission, the design of the realignment of Dews Lane is to be appraised.

The existing Dews Lane is a private unadopted road that runs in an east-west direction from a junction with Harvil Road providing access to residential properties, HOAC, Thames Water pumping station, WLRRC, HUX club and the HAS. No Public Rights of Way (PRoW) lie within the site.

The existing private road enables all the above businesses and residential properties to be accessed directly from the wider highways network via Harvil Road. Harvil Road provides a direct access to South Harefield and Harefield Village (to the north) and Ickenham to the south.

The applicant submits that the main design objective is to provide suitable access and egress to and from Harvil Road for residents and businesses situated along Dews Lane. The proposed Dews Lane widening will also enable access to maintain the new NGET Ickenham sub-station on Harefield Moor. The access is provided directly onto a 50 mile per hour carriageway (Harvil Road) and the provisions of the Design Manual for Roads and Bridges (DMRB) apply to the junction design.

Dews Lane represents the eastern extent (of the proposed landscape design for the Colne Valley Viaduct (CVV)). Therefore, at the detailed design stage, the applicant submits that specific design objectives and requirements were to:

- Reinstate land boundaries, where land is to be returned to previous landowners;
- Provide an appropriate boundary treatment to transition the landscape back into habitats unaffected by the wider HS2 proposals;
- The need to comply with the Environmental Minimum Requirements including the undertakings and assurances;
- Integrate with wider proposals set out under the Additional Mitigation Plan projects by the Colne Valley Regional Park Panel for the Colne Valley Regional Park; and
- Maintain access to residential properties on Dews Lane for the full duration of the construction and operation periods and maintain access to the land being vacated by HOAC due to its potential for future alternative uses.

The progress on the design was discussed with the officers. The top priorities for officers regarding Dews Lane were to safeguard future options for use of HOAC and address as far as possible the concerns of local residents.

The applicant explains that the following constraints have informed the design development:

- The potential impact on utilities (water, gas, electricity) and the requirements for diversion of these;
- The need to maintain land drainage and badger connectivity under Dews Lane;
- Vehicle sizes that will utilise Dews Lane both during construction and in perpetuity.
- The impacts on the occupants of the residential and commercial properties along Dews Lane; and
- The interface of Dews Lane with Harvil Road;

The proposed new Dews Lane alignment has been designed to ensure safe turning movements and two-way traffic movements can occur without vehicle conflicts when accessing and egressing the site during both the temporary and permanent phases. In order to meet these requirements, a road width of 5.5m with grass verges has been proposed for the permanent design. This provides

sufficient clearance for both cars and large vehicles to pass one another in the permanent scheme. Providing an improved long term means of access to land presently occupied by HOAC.

HS2 Ltd is required to comply with the controls set out in the HS2 Phase One Environmental Minimum Requirements (EMR). It should be noted that since the production of the original Phase One Environmental Statement (ES), the proposals for Dews Lane has changed. The proposals now consist of the creation of a new permanent carriageway which will run parallel to the existing Dews Lane rather than widening the existing road as was originally proposed.

Therefore, the applicant advises that an EMR compliance review has been undertaken against the new design. The review assessed the likelihood of new or altered significant effects as a result of changes to the design and construction arrangements against the impacts reported in the original ES. No new significant effects are predicted to arise due to the design changes and the revised scheme is therefore deemed to be in compliance with the EMR.

The Environmental Memorandum (part of the HS2 Environmental Minimum Requirements) sets out the arrangements for the management of environmental issues during construction and the Code of Construction Practice (CoCP) sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) which include specific measures by topic, relevant to each relevant local authority area. The LEMP relevant to the works subject to this Schedule 17 submission is P1S Local Environment Management Plan London Borough of Hillingdon. However, it should be noted that environmental management arrangements during construction do not form part of this request for approval of plans & specifications under Schedule 17.

The Highway Engineer considers that the design and realignment of Dews Lane, together with internal traffic management designs within the realigned roadway are broadly acceptable, including the Dews Lane/Harvil Road junction redesign, as relevant highway design standards, in terms of scale, alignment and junction visibility splays, have been met. However some further clarity is required with regard to interim and permanent access arrangements for the rifle club premises which appear constrained as presented.

· EARTHWORKS

Possible grounds for refusal of approval are:

That the design or external appearance of the works ought to, and could reasonably, be modified

(a) to preserve the local environment or local amenity,

(b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or

(c) to preserve a site of archaeological or historic interest or nature conservation value.

If the development does not form part of a scheduled work, that the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

There are two sets of earthworks of note:

1. Construction of a new permanent carriageway and verges to the south of the existing Dews Lane alignment and creation of structural and landscape earthworks and drainage features to support the carriageway;
2. The provision of earthworks for an associated drainage pond, including a gabion wall to drain the

new widened Dews Lane alignment;

Local Environment and Local Amenity: With regards to the above, officers are of the opinion that the earthworks would have a detrimental impact on the local environment and local amenity, principally through the visual intrusion. However, these earthworks have been approved in principle in this general location, although, as set out above, since the production of the original Phase One Environmental Statement (ES), the proposals for Dews Lane have changed, now consisting of the creation of a new permanent carriageway, rather than widening the existing road as was originally proposed.

Officers cannot see any other reasonable modifications that would reduce or remove the harm on the local environment, whilst still facilitating the delivery of the approved scheme.

In terms of traffic, officers are of the opinion that the design of the earthworks is not going to have impacts on traffic and transportation. The movement of material to and from the site is a concern, but this is addressed in a separate schedule 17 submission. As such, it is not considered that the works will have any detrimental impact on road safety or the free flow of traffic in the local area.

In terms of archaeology, the Greater London Archaeological Advisory Service has confirmed that investigations have taken place, but nothing of merit has been found. GLAAS considers that the proposal will not have a significant effect on heritage assets of archaeological interest and is satisfied that the question of amending the design to preserve an archaeological site does not arise.

Ecological issues are dealt with elsewhere in this report. The area to be impacted by the proposals is not designated as a site of importance for nature conservation and Natural England raises no objections to the proposed works. An informative is recommended advising the nominated undertaker that the proposals must be designed in accordance with any relevant protected species licence and ecological standards for the project.

In conclusion, it is not considered that the proposed earthworks ought to or could reasonably be located elsewhere within the development's permitted limits.

· FENCES AND WALLS

Possible grounds for refusal of approval are that the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

Post and wire fencing has been proposed to be erected on the south side of the new alignment to delineate the highway and adjacent land boundary. Fencing has been minimised as far as reasonably practicable and has only been provided to demarcate private land boundaries and prevent unauthorised access where necessary.

The works have been located in accordance with the route alignment of the HS2 rail scheme, as contained within the Act and the accompanying parliamentary plans, and the associated technical requirements arising from the operation of the railway. Therefore, it is not considered that the works ought to or could reasonably be located elsewhere within the development's permitted limits.

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 elected to become a qualifying authority which gives it responsibility for approving a wider range of Schedule 17 applications than a non-qualifying authority and also, the grounds upon which it can refuse consent are wider.

This report concerns an application from HS2 Ltd in relation to plans and specifications for various matters under Paragraph 3 of Schedule 17, which relates to a number of matters which are the subject of this report including:

1. Construction of a new permanent carriageway and verges to the south of the existing Dews Lane alignment and creation of structural and landscape earthworks and drainage features to support the carriageway;
2. The provision of earthworks for an associated drainage pond, including a gabion wall to drain the new widened Dews Lane alignment;
3. Drainage and culvert headwalls; and
4. The provision of permanent fences to demarcate land boundaries and allow accesses to be secured.

This is a straightforward application and as such, there are no statutory grounds on which to refuse it or to attach any conditions to it. The creation of a new Dews Lane alignment is a scheduled work.

9.0 OTHER ISSUES

ECOLOGICAL FEATURES

The habitats on site include hard-standing (Dews Lane), temporary buildings (sheds and outbuildings) and a small area of broad-leaved woodland, which extends to the northeast of the site. Lowland pasture (semi-improved neutral grassland) and hedgerows are found to the north and south of the site. The surrounding habitat is mainly lowland pasture, with a few arable fields, and there is an outdoor activity centre with associated water bodies to the west (including Harefield Number 2 Lake).

There are known associated (active) badger setts in the vicinity of Dews Lane. A link will need to be maintained across Dews Lane during construction and operation phases in order to ensure that badgers can safely move across the road.

A likely breeding roost of brown long-eared bats *Plecotus auratus* has been identified at Dews Lane Farmhouse. The farmhouse is adjacent to the works area for the Dew's Lane widening so mitigation works are likely to be required. A European Protected Species Licence will need to be obtained prior to any construction works.

The habitats present within the site and in the surrounding survey area are potentially suitable for common species of reptiles in the active period, but no potentially suitable hibernacula for reptiles were found within the site boundary. Mitigation will need to be put in place in order to ensure that reptiles are not killed or injured during construction.

Breeding bird surveys in 2019 recorded several widespread waterbird species on Harefield Number 2 Lake. These included tufted duck *Aythya fuligula*, common tern *Sterna hirundo* and black headed gull *Chroicocephalus ridibundus*, although there was no evidence to confirm breeding attempts by any of these species.

To maintain connectivity between both sides of the works area during construction (and operation) an underpass measuring at least 500 mm wide x 600 mm high (is to be installed under the new Dews Lane alignment and the existing Dew's Lane. Initially, and prior to installation of the underpass, fencing around the works area will be designed to permit badgers to pass underneath the works to prevent the badgers becoming trapped in the construction area. The mitigation will comprise part of the overall mitigation scheme in relation to the scheduled works.

The applicant submits that the design of habitats and landscape planting will benefit a range of plants and animals. No specific species targets have been developed for the site regarding habitat. However, the creation of a variety of habitats as described above should benefit a wide range of species.

The area to be impacted by the proposals is not designated as a site of importance for nature conservation and Natural England raises no objections in principle to the proposed works. However, as set out above, the proposed development includes measures relating to a number of different protected species. Natural England therefore advises that the proposals must be designed in accordance with any relevant protected species licence and ecological standards for the project. An informative is recommended to that effect.

LANDSCAPE

The proposed Indicative Landscape Scheme is not for approval under this Schedule 17 application and has been submitted for information purposes only. The indicative landscape proposals for Dews Lane form part of wider and integrated restoration works associated with the Colne Valley Viaduct (CVV) and associated infrastructure. The applicant submits that the landscape strategy is predicated on conserving as far as possible the existing character of the receiving environment, and where achievable, to bring betterment with regards to public access; improving the interface between retained dwellings and the road corridor; and protection of habitats (with localised enhancement where practicable).

The design incorporates a significant amount of tree replanting in order to maintain enclosure and reinforce the rural character of Dews Lane. This will be further supported by planting/seeding

between the new carriageway and the existing Dews Lane alignment, to enhance the separation of the two routes and provide for an improved recreational environment. The area for additional planting is partly constrained by utility diversions.

The landscape treatment includes:

- A linear belt of trees and scrub to establish the boundary between the road corridor and land to the south. These planting areas will replicate the existing character of the enclosed road corridor and act to screen views from the south including those from the U34 footpath that will be diverted as part of the wider HS2 scheme in, this area. Planting will connect to the retained and substantive woodland block on the south side of the road to form an important and uninterrupted habitat corridor.
- Localised linear woodland and woodland edge planting on the northern side of the retained (but downgraded) Dews Lane alignment; the planting will create a buffer between the footpath and land to the north which will (in part) be occupied by the National Grid station on Harefield Moor.
- Planting and seeding within the verge between the new road corridor and the downgraded Dews Lane. This will create a degree of separation (visual and physical) between pedestrians and road users.
- All areas which are planted will be seeded to create initial ground cover; additional seeded areas are also proposed where there is insufficient space to establish planting or where sight lines and/ or vehicle overrun areas are proposed.
- Seeding of the drainage pond will comprise species which are tolerant of wet and dry conditions to reflect fluctuating water levels within the basin

The applicant advises that a Site Restoration scheme will be submitted under paragraph 12 of Schedule 17 in due course, once the temporary use of the land is due to complete. Similarly, a Bringing in to Use approval under paragraph 9 of Schedule 17 for the scheduled work will be submitted.

WATER AND FLOOD RISK

The highway works are located within Flood Zone 1 and the risk of flooding from rivers is identified as low. The risk of flooding from surface water is identified as very low. The only area indicated to be at risk is to the north of the existing Dews Lane, which is not subject to this Schedule 17 request for approval.

The existing 8.5m long twin 450mm diameter culvert will be upgraded to a single 600mm diameter culvert 23m long. The culvert will be laid at a constant gradient from the north of the existing to the south of the re-aligned Dews Lane; maintaining the connectivity between the land drainage catchments.

The surface water collection arrangement at the junction with Harvil Road and at accesses along Dews Lane, will be by either gullies or short sections of filter collectors. From these locations the flow will then be conveyed by the filter collector, or a lower carrier drain through a section of higher ground, to the outfall via the drainage pond. The rate of discharge will be controlled by a Flow Control Device, designed in accordance with the HS2 Technical Standards, the Defra Technical Standard, and the Design Manual for Roads and Bridges to the minimum practicable rate of 5 l/s.

Due to the ground conditions infiltration is not a viable means of disposal for the whole new impermeable area; only a very small area ~80m² will be discharged to ground. Therefore, the runoff

will need to be attenuated to ensure there is no increased flood risk to vulnerable receptors for a 1 in 100 year + 40% CC storm event. This will be achieved with an open vegetated drainage pond (including a sedimentation bay, flow control and overflow arrangement) which will discharge to the Newyears Green Bourne.

The Dews Lane drainage system will be independent of any rail drainage systems. Water quality and the risk of an accidental spillage causing an acute pollution incident has been considered within the design. The arrangement of filter drains and a drainage pond will provide a two stage treatment train which will remove over 60% of suspended sediment, hydrocarbons and some soluble pollutants prior to discharge to the water environment.

The applicant submits that the drainage system has been designed in accordance with the HS2 Technical Standards and Guidance Notes, the Design Manual for Roads and Bridges and the DEFRA Technical Standard on Sustainable Drainage. In addition to these, the design of the drainage pond has taken into account the Construction Industry Research and Information Association (CIRIA) SuDS Manual (C753) to ensure that it is built to an acceptable standard.

The Flood Officer considers that the level of detail submitted, in order to be able to review the drainage arrangement, is inadequate and does not clarify the long term adoption and maintenance requirements as requirement of the NPPF paragraph 165, which requires appropriate proposed minimum operational standards and maintenance arrangements in place, to ensure an acceptable standard of operation for the lifetime of the development.

The Council would require that drainage proposals follow the SuDs Hierarchy and a demonstration that the most sustainable options which minimises long term maintenance and costs is adopted. The Flood Officer suggests that instead of the creation of a new 600mm pipe line, an open ditch, which could provide additional storage should be considered and evidence provided of the consideration of all options.

There are also options proposed to manage the interaction with a Council adopted road and the highway drainage. The surface water collection arrangement at the junction with Harvil Road and at accesses along Dews Lane should be agreed with the Council, to ensure it meets Highway drainage requirement and context.

However, it should be noted that approval of the drainage arrangements for the re-aligned Dews Lane, including the proposed earthworks required for this request for approval will take place via a Schedule 33 submission, under the HS2 Act. Drainage information is therefore provided within this Schedule 17 submission for information only. A separate consent will be applied for under Schedule 33 to the HS2 Act for the permanent drainage outfall arrangements to the Newyears Green Bourne.

Given the above considerations, the drainage matters remain a concern, as the Council is the Lead Local Flood Authority. As such, away from HS2 Ltd, the Council has responsibility for the management of surface water drainage networks. What the HS2 Act does is to require those matters to be resolved between HS2 Ltd and the Environment Agency. However, when it is operational, it is the Council who will have to manage the consequences.

Simply put, HS2 Ltd and the Environment Agency are agreeing on the drainage systems the Council then has to manage, which officers consider not to be overly collaborative. In this instance, what it means is that the Council may not be able to adopt the highway and that HS2 Ltd will have

to secure appropriate management regimes for the drainage systems, so that if there are future problems, there are plans in place for the Council, as the lead local flood authority, to resolve.

An informative is therefore recommended advising the nominated undertaker to work with the Council to identify the impacts of the proposals on the surface water drainage regime in the area, including impacts on the Newyears Green Bourne and the adopted highway. This work must be undertaken on a strategic basis, and factoring in all the relevant parts of this project.

HERITAGE AND ARCHAEOLOGY

Archaeology

The applicant advises that consultation was undertaken with Historic England and GLAAS during preparation of the Project Plan.

Geophysical survey and trial trench evaluations have been completed by the enabling works contractor FUSION in the area south of Dews Lane, including the proposed location of the drainage balancing pond. Significant remains of archaeological interest, dating to the Late Mesolithic - Early Neolithic, Bronze Age, Iron Age and medieval period, were found at several locations within this area to the south of Dews Lane and in proximity to the New Years Green Bourne. However, no significant archaeological remains were identified within the land required for the proposed Dews Lane widening scheme.

The applicant advises that further survey will be undertaken in the area of the proposed balancing pond upon removal of the vegetation, through the processes identified in the Historic Environment Research and Delivery Strategy. If significant finds are located, it will be considered whether the proposed balancing pond can be relocated.

Historic England (GLAAS) advise that archaeological trial trenching has been carried out on either side of Dews Lane with negative results to the north and immediately to the south. GLAAS therefore concludes that the proposal will not have a significant effect on heritage assets of archaeological interest and that it is satisfied that the question of amending the design to preserve an archaeological site does not arise.

In summary, the site subject to this Sch. 17 request is not affected by any archaeological finds and the proposed works are not anticipated to impact upon any areas of archaeological interest.

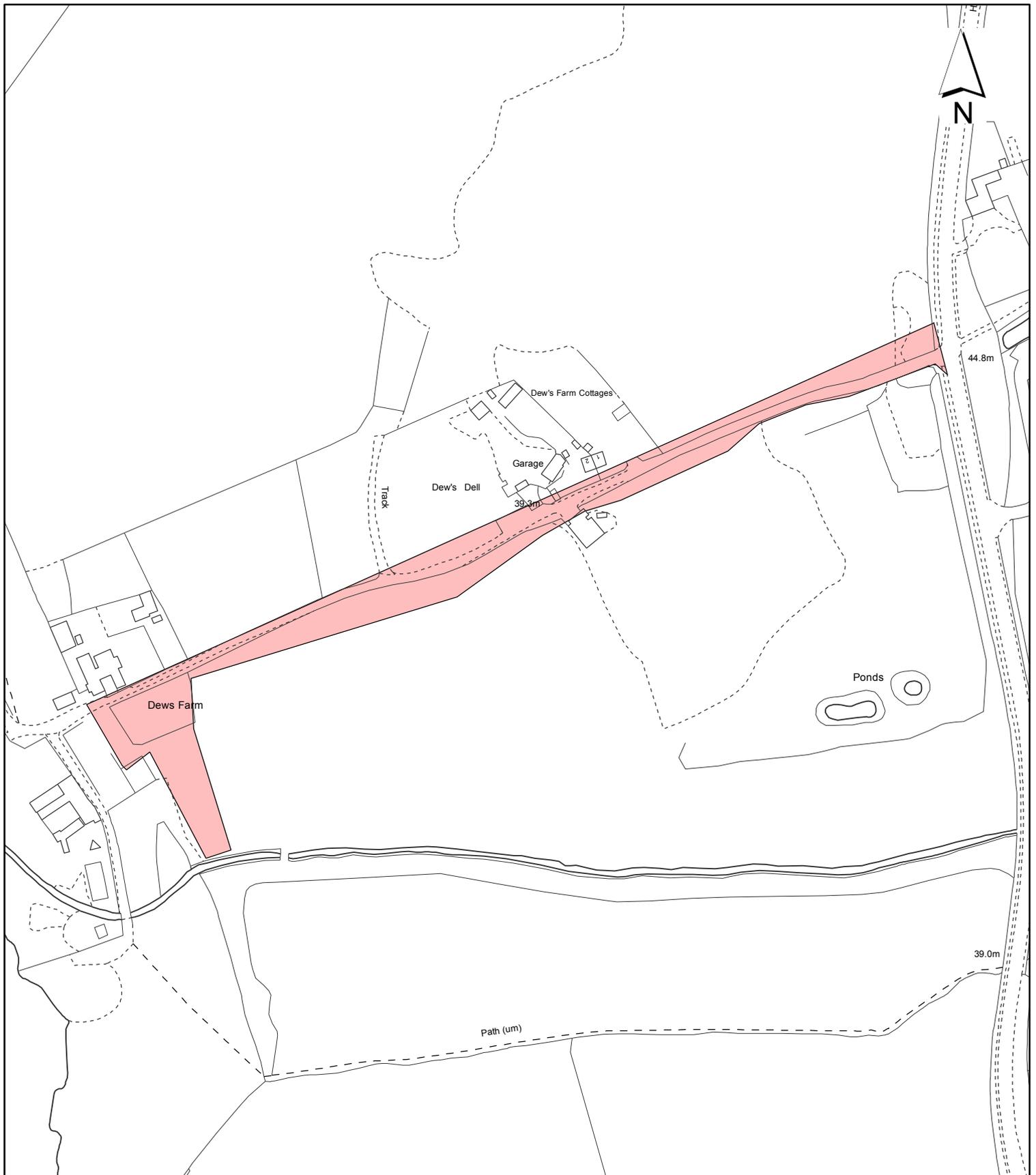
Historic Building Recording Works

The locally listed Dews Lane farm buildings lie within the site boundary. No other national or locally listed buildings lie in immediate proximity to the site. As part of the Dews Lane realignment, these buildings will be demolished. Mitigation includes full historic building recording in advance of demolition occurring, in accordance with the HS2 Historic Environment Research and Delivery Strategy. Historic building recording will be required to investigate and record the historic fabric of the building and to identify any architectural features worthy of salvage, including the Blue Plaque. The applicant advises that these works will be undertaken once vacant possession of the building has been secured, with the recording works taking place both prior to and during demolition works.

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:

**Land at Dew's Lane
 Dew's Lane
 Harefield**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

75435/APP/2020/1057

Scale:

1:2,500

Planning Committee:

HS2 Page 30

Date:

June 2020



HILLINGDON
 LONDON

Agenda Item 7

Item No. Report of the Head of Planning and Enforcement

Address: NATIONAL GRID ZC DIVERSION - CONSTRUCTION SITE & COMPOUND
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 relating to the diversion of the National Grid ZC overhead power line in the Colne Valley

LBH Ref Nos: 74320/APP/2020/22

Drawing Nos:	Date of Plans:
File Note dated 29/5/2020	29-05-2020
Letter Sch 17 (LBH) P03 OH 06012020.	06-01-2020
ZC Colne Valley - LTMP - P03 19122019	06-01-2020
List of Lorry Routes Sch 17 (LBH) P03 OH 13122019	06-01-2020
Sch 17 Lorry Route LBH Written Statement P03 OH 13	06-01-2020

Drawing Nos:	Date of Amended Plans:
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Date Application Valid: 6th January 2020

DEFERRED DETAILS

This item was deferred from the last HS2 planning sub committee, as Members had heightened concerns regarding highway safety, given the late submission from the applicant, of information on traffic movements.

Reason for deferral:

The application was deferred to allow consideration of information that was provided by the applicant on the night before the original committee. This information showed a more extensive use of the northern access site resulting in nearly 100 lorry movements (50 in and 50 out) from a single worksite. Previously, the movements were to be split between two different sites.

The change in circumstances required a review of the information and to provide the applicant with time to demonstrate the intensive use of the northern access could be operated safely.

Consideration of further information

The additional information constitutes a statement on how the northern access site will be operated. There are two principle concerns. (1) Moving vehicles left off Harvil Road and onto the worksite.

Particular concern relates to the queuing of LGVs if there is a wait before vehicles can access the worksite and (2) vehicles turning right out of the worksite on to Harvil Road across oncoming traffic.

With regards to (1) the applicant has demonstrated that the access to the worksite is lengthy allowing for any build up of LGVs to be held on the access road and not on Harvil Road. This reduces the risk of LGVs queuing on Harvil Road causing a road safety risk.

With regards to (2), the highways officer has confirmed that there is sufficient visibility for both vehicles leaving the site, both left and right along Harvil Road as well as vehicles approaching the junction with the new access road. Furthermore, there will be signs advising of the turning both north and southbound on Harvil Road.

Consideration during the initial committee raised the prospect of a left in, left out situation along Harvil Road. Vehicles would then use the Moorhall Road roundabout to come back down the southbound Harvil Road carriageway. Officers have considered this in more detail and concluded that this would be an unfavourable option; the roundabout is too small for a large goods vehicle to safely navigate in one movement.

No objections are raised, subject to an informative.

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 National Grid's requirement to modify its overhead line (OHL) network.

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 details relate purely to the lorry routes associated with the removal of five existing pylons; construction of six new pylons; re-wiring of overhead line; installation of a temporary mast and overhead line earthing works and the temporary diversion of a fibre wire, which will be laid underground while the works take place.

The amount of movements associated with this proposal are not considered to be of a quantum that would give rise to concerns. The peak period of activity is over a relatively short period of time with the peak amount of traffic movements relatively light.

2. RECOMMENDATION

APPROVAL

INFORMATIVES

1. I99 Non Standard Informative

The applicant must ensure appropriate signage is installed north and south of the access road providing clear notice of the potential for slow moving vehicles in the road. The applicant must also monitor the use of turning and provide the Council, as the highways authority, necessary updates with regards to safety. The Council reserves the right to seek alternative arrangements if there is evidence the access is being used in an unsafe manner.

There must be no queuing traffic on the Harvil Road. All vehicles waiting to be moved to the main parts of the worksite must not be held on Harvil Road; the access road or alternative locations within the site must provide the holding areas for waiting vehicles.

3. CONSIDERATIONS

3.1 Site and Locality

These works are to take place within the Colne Valley. The works are split across the London Borough of Hillingdon and Buckinghamshire County Council. There are a number of accesses to be taken. However only 2 have the requirement for 12+ large goods vehicle (LGV) (24+ in/out movements); namely at the main construction site access and compound access. Only these two accesses in the Borough are considered in this submission. These two accesses, which are to be used off Harvil Road require Schedule 17 lorry route approval.

A description of these accesses is provided in greater detail below:

- The main construction site access, which is an existing access to be improved is off Harvil Road and is located broadly under the existing section of overhead line which crosses Harvil Road, at a location of an existing access. The construction access is to the east of the Grand Union Canal, approximately 70m south east of an existing access to the property known as Lower Lodge and meeting of Harvil Road/Public Footpath U30.

The worksites themselves are located to the east of Denham Country Park, south of South Harefield and north east of Ickenham, Uxbridge. Broadly being land north and south of Dews Lane and west of Harvil Road.

At the site of each pylon proposed or to be removed, a further area of hardstanding will be created to facilitate the works (i.e. as set down areas, crane or piling rig pads) as well as being used for vehicle passing places, holding and deliveries management, etc. These sites are accessed from the Main construction access off Harvil Road.

Only the main construction access is to be widened to provide an improved access. The existing

access would be improved by the removal of short sections of hedge and laying of stone to form a larger bellmouth and access track. This has been applied for through a Schedule 4 (Part 1) submission and deemed granted. A Schedule 4 Part 2 Traffic Management submission has also been made and deemed granted. The use of this access requires Schedule 17 consent.

- Compound access, off Harvil Road serves a temporary works compound previously established by HS2, which will also be used by National Grid in undertaking the ZC diversion. This is an established compound created by HS2 off Harvil Road, broadly opposite of Skip Lane. The use of this access requires Schedule 17 consent.

The HS2 Environmental Statement (ES) plans note this compound as the 'Northolt Tunnel and Earthworks Main Compound'. This construction compound will serve the entirety of the ZC diversion works. No works are required to improve this access. A Schedule 4 Part 2 Traffic Management submission has been made and deemed granted.

The site area within which the works are to take place is predominantly semirural in character. The northern work sites are currently agricultural fields bounded by hedgerows with scattered trees and woodland adjacent to Breakspear Road North and north of Harvil Road. The central sites are adjacent to the Hillingdon Outdoor Activities Centre (HOAC) off Dews Lane, near to commercial properties off Skip Lane crossing waterbodies from former quarry uses and the Grand Union Canal.

The local highway network in the vicinity of the diversion site, along with the lorry routes proposed, comprises predominantly Motorway, A and B class roads which provide access from the Strategic Road Network to Ickenham and Uxbridge.

The proposed lorry route for all large goods vehicles to the site will utilise a route from/to the M40 (Junction 1) via the A40, B467 and Harvil Road.

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 with National Grid's requirement to modify its overhead line (OHL) network.

The submission for approval of construction arrangements comprises the following documents:

1. List of roads subject to this approval
2. Written Statement
3. Plan of Construction Compound Routes

Construction Arrangements comprise site set up, establishment of its working areas, delivery of overhead line and pylon materials and site restoration at the diversion location. In summary, for the diversion of the ZC route between pylons ZC44 and ZC48 comprise:

- Removal of five existing pylons - ZC44, ZC45, ZC46, ZC47 and ZC48;
- Construction of six new pylons - ZC44R, ZC45R, ZC46R, ZC47R, ZC47A, and ZC48R;
- Re-wiring of overhead line between pylons ZC42 and ZC49;

- Installation of a temporary mast (ZC44T) and overhead line between pylons ZC43 and ZC45;
- Earthing works at ZC38, ZC39, ZC50, ZC51 and ZC52.
- The temporary diversion of a fibre wire which forms part of the existing OHL, between pylons ZC39 and ZC49 is also required which will be laid underground while the works take place.

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 North West 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.

Schedule 17 of the Act sets out the grounds on which the qualifying authority may apply 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 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. **LPP 6.12 (2016) Road Network Capacity**

(2016) Road Network Capacity

6.0 COMMENTS ON PUBLIC CONSULTATION

6.1 Not applicable.

6.2 HIGHWAY ENGINEER

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 (in bold)

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 Proposals & Description of Works

The submission relates to attaining approval for the movement of Large Goods Vehicles (LGVs), which will be referred to thereafter as Heavy Goods Vehicles (HGVs), to and from a site compound (existing Cadent gas compound) adjacent to Skip Lane located directly off Harvil Road (Site A) and the construction site access ('Lower Lodge' also off Harvil Road - Site B).

The objective of the utilisation of the two sites is to facilitate the diversion of the National Grid overhead power line in the Colne Valley. The suitability of the two access points for HS2 related works has been consented (late 2019) via schedule 4 of the HS2 Act.

Related construction traffic potentially impacting Hillingdon, is addressed separately within the existing and 'live' Route Wide & Local Traffic Management Plans (RTMP/LTMP respectively) which stem from the submitted overarching Environmental Statement as demanded by the HS2 Act 2017. Notwithstanding this point, the indicative primary & secondary HGV routing centred via Swakeleys Roundabout thereby including use of the Strategic Road Network (SRN) comprising of the M40 & A40 has been anticipated and is inclusive to RTMP and LTMP processes.

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 access arrangements relating to the two sites have been consented (late 2019) under this section of the Act. Lorry routing is predicted to occur via Swakeleys Road, Harvil Road and Moorhall Road including the aforementioned SRN peaking between March and December 2020 at 40 & 40-50 two way HGV movements per day at Site A and B respectively. Early works commenced in October 2019 and HGV activities have been limited and restricted to no more than 24 two-way HGV movements per day.

Although peak period activity figures have not been provided, it would be the intention of this highway authority to ensure that peak highway network periods are avoided in full or in substantive part. This is drawn upon and reflected within the summary of this appraisal.

Following on from this last point and with specific reference to the site compound (Site A) adjacent to Skip Lane, HS2 Ltd have inferred that during peak activity of the next door businesses, HGV movements linked to this proposal could be adjusted in order to avoid potential conflict if activities

coincide with their neighbours which is considered as a positive attribute.

Workforce Transport Traffic Generation - Sites A & B

Within the submission, it is indicated that each worksite will comprise of 30 staff at Site A and 44 at Site B. For this scale of 'works' activity, there is no travel plan proposed within the overarching Local Traffic Management Plan (LTMP) although, where possible, the aspect of encouraging car sharing and use of sustainable transport modes is acknowledged. This approach is considered realistic given the relatively low level of staff attendance and the appreciation of the impracticality of utilising sustainable travel modes at both these remote locations.

Highways Summary

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 objective of the diversion of the said power line. It is accepted that the routing has, within reason, been optimised with no true functional road network alternatives being readily available for consideration.

The suggested construction routes will involve usage of the already heavily trafficked 'Classified' and SRN road network as listed earlier. Although the predicted daily figures, if evenly spread throughout the day, are not considered excessive and would conform to and be absorbed within the overall project 'capped' figure of 550 vehicles, the peak morning and afternoon traffic periods are, as always, of prime concern as some of these listed routes are running to over-capacity and the proposal will potentially add to current delays and congestion.

As highlighted, what is missing from the submission and seemingly common to all S17 submissions, is a specific reference as to how the proposal would impact the network during these traffic peak periods with a time-line distribution of the operational movements and how the impact of the works would be assessed via a comprehensive monitoring regime. However, as outlined in detail within this report, it is considered that HS2 Ltd have provided sufficient coherent reasoning as to why this demand cannot be met by way of the submitted LTMP that makes reference to the limited physical scale of activity which is likely to result in a proportionally low level of HGV activity during peak and off-peak traffic periods.

The proposal is therefore considered acceptable in principle. However as a safeguard, it is recommended that an informative is applied with regard to the assurance that vehicle stacking, potentially generated by HGV's waiting to enter each location, on the immediate public highways is avoided at both locations.

Additional comments (3/6/20) following receipt of further information

As per my input within the deferred report, the 50 'in & out' daily movements does not raise measurable concern if reasonably spread out throughout the working day. On that basis, concentrated movements are likely to be manageable. The suggested 'left turn' northbound routing from Skip Lane to the Moorhall Road/Harvil Road roundabout is not advisable as the latter is effectively a mini-roundabout and therefore not fully conducive to 180 degree 'u turns' by HGV's and

as such would, without doubt, have more significant and statistically verifiable safety implications at this busy intersection as compared to a relatively straightforward and appropriately managed right turn out of Skip Lane.

Appropriate advanced warning signage and maximisation of visibility splays should therefore suffice as there is little else that can be applied. I have not seen the relevant schedule 4 application which would be useful but if Wayne has vetted it then there should be no issue.

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

7.1 Road Transport

Estimated LGV Numbers

Main access:

The movements associated are not expected to exceed 50 LGV in/out movements per day (25 LGVs per day) between October 2020 to December 2020 in site restoration, when there is a requirement for the removal of the stone aggregate track/haul road between the former and proposed pylons sites, alongside areas of hardstanding previously installed at each worksite, to form crane and piling rig pads, which will be laid up to February 2020 (under restricted LGV movements of less than 12 LGVs per day). The majority of these movements will form lorries removing crushed aggregate. During the main works, the movements required to deliver the works, including delivery of new pylon components, overhead wire, concrete (etc) are not expected to exceed 40 LGV in/out movements per day (20 LGVs per day), the peak being in March to May 2020, while ground works and piling is undertaken at the pylons sites.

The LGV in/out movements per day are not expected to be required on a daily basis throughout each month, but this number of LGVs reflects the maximum number which may be required on occasion, as a peak within the month. The Large Goods Vehicle movement will be within HS2 Core Hours as set out in the CoCP.

The bellmouth for the main access forms an existing access to Harvil Road which is to be improved on Harvil Road. Separate Schedule 4 (Part 1 and Part 2) submissions have been made and deemed granted.

A crane for the new pylons erection and removal of current pylons will be required on site for short periods of time between May - October 2020, and also for the temporary mast (ZC44T) erection and dismantling, in July and September 2020 respectively. Discussions will take place separately with the Highways Officer for any Abnormal Load deliveries/movements required. There will also be a number of light good vehicles and cars attending site throughout the works.

Compound access:

The movements associated with the use of the compound are not expected to exceed 40 GV in/out movements per day (20 LGVs per day) between March 2020 to November 2020 in the delivery of new pylon components, overhead wire alongside plant and machinery required to undertake the works which may be delivered to the compound before being taken to worksites. In addition, there

is a requirement to store for the duration of the works earth removed from the foundations at ZC48R (from within Buckinghamshire County Council) in the compound which will make use of the public highway between the sites which gives rises to additional movements from Denham Court Drive.

Until the Schedule 17 is approved, works will continue to progress at up to 24 LGV in/out movements per day (12 LGVs per day). The LGV in/out movements per day are not expected to be required on a daily basis throughout each month, but this number of LGVs reflects the maximum number which may be required on occasion, as a peak within the month. The Large Goods Vehicle movement will be within HS2 Core Hours as set out in the CoCP. There will also be a number of light good vehicles and cars expected throughout the works.

In conclusion, having considered the criteria set out in Schedule 17 Paragraph 6(5)(b), which states the grounds on which proposed lorry routes ought to be modified, through pre-application discussions and presentations at Traffic Liaison Group Meetings, no evidence has been provided to justify that the route ought to be modified and is reasonably capable of being so on the criteria set out in the HS2 Act.

The amount of movements associated with this proposal are not considered to be of a quantum that would give rise to concerns. The peak period of activity is over a relatively short period of time with the peak amount of traffic movements relatively light.

The primary concerns relate to the lorry movements associated with the Ruislip and Ickenham worksites, which amount to over 400 per day, with a 6 month intensive period.

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. Officers consider that HS2 Ltd's application is acceptable in principle and are therefore recommending that it is approved.

The amount of lorry movements associated with HS2 Ltd's proposal are not considered to be of a quantum that would give rise to concerns. The peak period of activity will take place over a relatively short period of time with the peak amount of traffic movements relatively light.

However, if Members are minded to refuse the application, they can only do so on one or more of the relevant statutory grounds of refusal contained in paragraph 6. These 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.
- to preserve a site of archaeological or historic interest or nature conservation value

and are reasonably capable of being so modified.

If Members are minded to approve the application but wish to impose conditions on approval, they can only do so with the agreement of HS2 Ltd and on the grounds referred to above

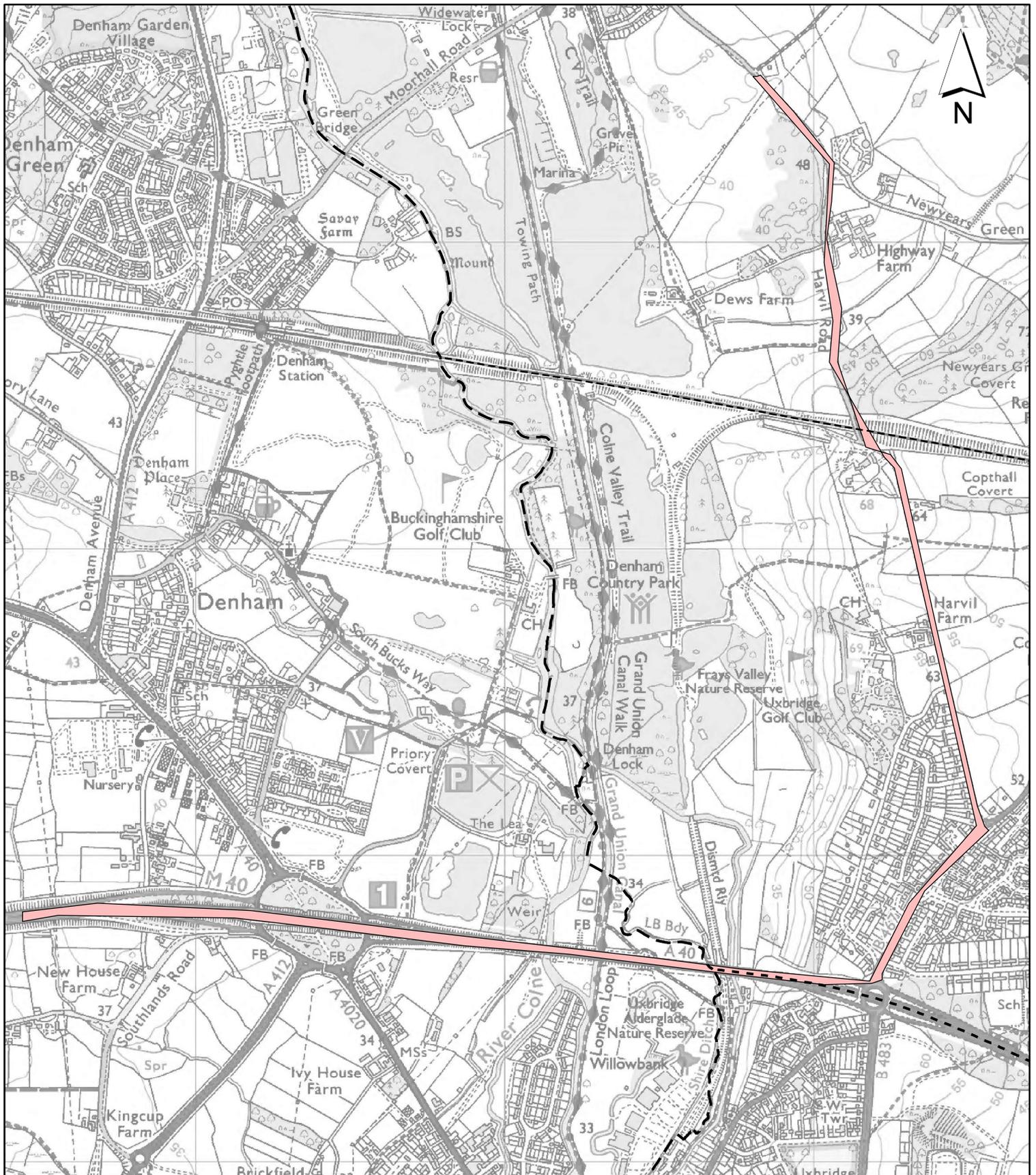
9.0 OTHER ISSUES

None.

10.0 REFERENCE DOCUMENTS

The High Speed Rail (London-West Midlands) Act 2017.
Local Traffic Management Plan

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



Notes:

 Site boundary

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Site Address:

National Grid ZC Diversion

Planning Application Ref:
74320/APP/2020/22

Planning Committee:
HS2 Page 43

Scale:
1:16,800

Date:
June 2020

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
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Plans for HS2 Planning Sub Committee

Wednesday 24th June
2020



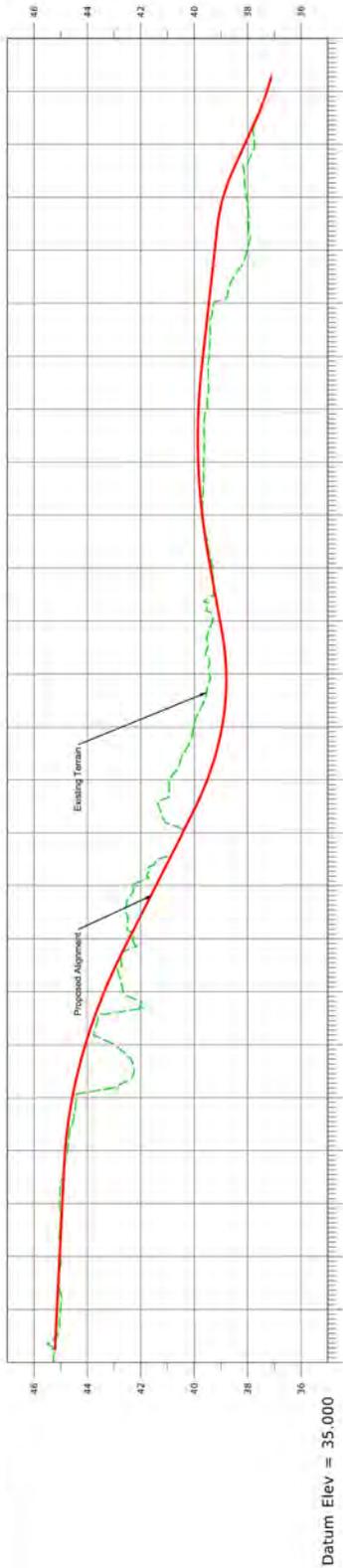
HILLINGDON
LONDON



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Datum Elev = 35.000

Station	Proposed Elevation	Existing Elevation	Delta Z	Horizontal Curve	Vertical Curve
0+000	45.251	45.003	-0.248	L = 130.713m	-0.50%
0+020	45.138	45.036	-0.102		
0+040	44.828	44.736	-0.092		
0+060	44.402	44.365	-0.037		
0+080	42.291	42.556	0.265	R = 250.000m	
0+100	42.291	42.556	0.265		
0+120	42.291	42.556	0.265		
0+140	42.291	42.556	0.265		
0+160	42.291	42.556	0.265		
0+180	42.266	42.556	0.290		
0+200	40.424	40.425	0.001		
0+220	39.496	39.496	0.000		
0+240	38.939	38.939	0.000		
0+260	38.782	38.782	0.000		
0+280	39.314	39.314	0.000		
0+300	39.309	39.309	0.000		
0+320	39.688	39.688	0.000		
0+340	39.830	39.830	0.000		
0+360	39.821	39.821	0.000		
0+380	39.434	39.434	0.000		
0+400	38.019	38.019	0.000		
0+420	38.019	38.019	0.000		
0+440	38.019	38.019	0.000		
0+460	38.089	38.089	0.000		
0+480	37.260	37.260	0.000		
0+500	37.060	37.060	0.000		



FOR ACCEPTANCE

Longitudinal Profile
Scale: 1:1000, V: 1:100

H2S2

Registered in England
Registered office:
2, Stone Hill, Quarryway,
Birmingham, UK B36

Contract number: ALIGN

Security Code: OFFICIAL

Scale: 1:1000, V: 1:100

Works to be undertaken as part of H2S2 works (For Information)

- Landscaped Verges (Not for Approval)
- Proposed Down Lane Chicanery
- NAU (Non-Motorised User) Surface Course
- Extent of F&E Earthworks (For Approval)
- Extent of Cut Earthworks (For Approval)
- Drainage Pond Earthworks (For Approval)

Legend:

- 1. For Down Lane Location Plan refer to Dg1 - 1MCO5-ALJ-TP-DSE-CS01_CL01-160007
- 2. For Down Lane Location Plan refer to Dg1 - 1MCO5-ALJ-TP-DSE-CS01_CL01-160007
- 3. For Down Lane Location Plan refer to Dg1 - 1MCO5-ALJ-TP-DSE-CS01_CL01-160007
- 4. For Down Lane Location Plan refer to Dg1 - 1MCO5-ALJ-TP-DSE-CS01_CL01-160007

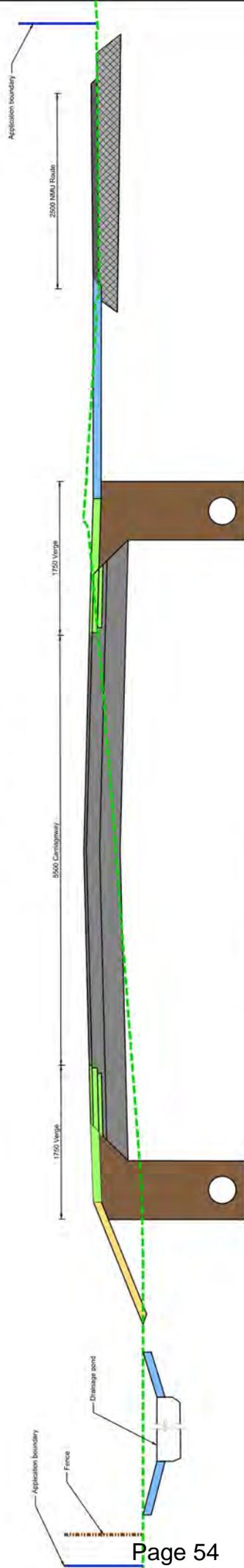
Legend:

- Existing Ground Level
- Proposed Road Vertical Alignment
- Schedule 17 Application Boundary

Rev	Description	Drawn	Checked	Crtd. App.	Issd. Date
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Dews Lane Location Plan
Scale: 1:1000



Cross-Section at Ch. 0+450
Scale: 1:25



FOR ACCEPTANCE

<p>HS2 Regulated in England Registration No. 06791688 2 Snow Hill, Queensway Birmingham, B4 6QA</p>	<p>Project/Contract HS2 - IMC05 CONTRACT</p>	<p>Client HS2</p>
	<p>Drawn/Stage COLINE VALLEY VIADUCT & SURFACE WORKS</p>	<p>Checked/Location TOWN AND COUNTRY PLANNING</p>
<p>Drawn/Title Dews Lane Access SCHEDULE 17 APPLICATION PROPOSED CROSS-SECTION SHEET 5</p>	<p>Checked/Author K Krolkosz</p>	<p>Approved/Author J Woodhouse</p>
<p>Drawn/Scale AS SHOWN</p>	<p>Date 12/03/20</p>	<p>Scale A1</p>
<p>Drawn/No. 1M05-AU-JP-DSE-CS01_CL01-166005</p>	<p>Drawn/No. 1M05-AU-JP-DSE-CS01_CL01-166005</p>	<p>Drawn/No. C02</p>
<p>Drawn/Originator ALIGN</p>	<p>Drawn/Originator ALIGN</p>	<p>Drawn/Originator ALIGN</p>

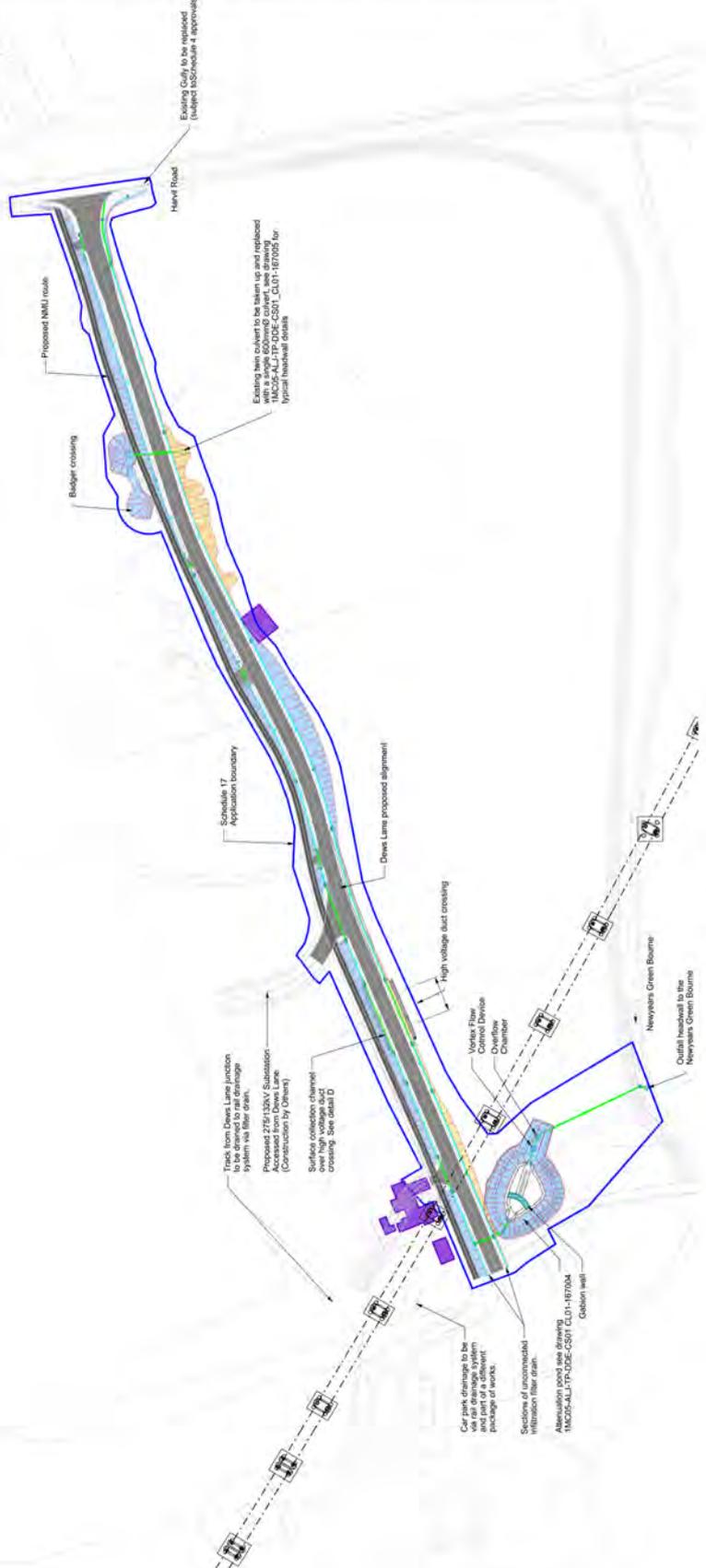
<p>Legend</p> <ul style="list-style-type: none"> Landscape Verges (Not for Approval) Proposed Dews Lane Carriageway Existing Dews Lane NMU (Non-Mounted User) Surface Course Proposed drainage trench and pipe Extent of F&E Earthworks (For Approval) Extent of Cut Earthworks (For Approval) 	<p>Legend</p> <ul style="list-style-type: none"> Schedule 17 Application Boundary Fence (Location for Approval) Cross-Section Culvert Drainage Pond Earthworks (For Approval)
---	---

<p>1. For other cross-section refer to DRG 1M05-AU-JP-DSE-CS01_CL01-166002, 1M05-AU-JP-DSE-CS01_CL01-166003, 1M05-AU-JP-DSE-CS01_CL01-166004 and 1M05-AU-JP-DSE-CS01_CL01-166005.</p> <p>2. For Earthworks plan refer to DRG 1M05-AU-JP-DSE-CS01_CL01-166007.</p> <p>3. For Earthworks plan refer to DRG 1M05-AU-JP-DSE-CS01_CL01-166008.</p>	<p>1. All applications for this activity are subject to the provisions of the Planning Act 2008 and the Planning (Listed Buildings and Conservation Areas) Act 1967, and any other legislation that may apply.</p> <p>2. All applications for this activity are subject to the provisions of the Planning Act 2008 and the Planning (Listed Buildings and Conservation Areas) Act 1967, and any other legislation that may apply.</p> <p>3. All applications for this activity are subject to the provisions of the Planning Act 2008 and the Planning (Listed Buildings and Conservation Areas) Act 1967, and any other legislation that may apply.</p>
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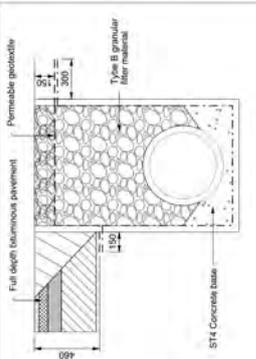
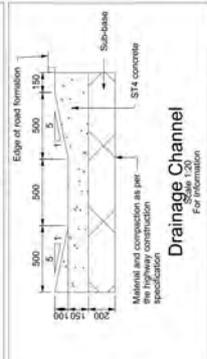
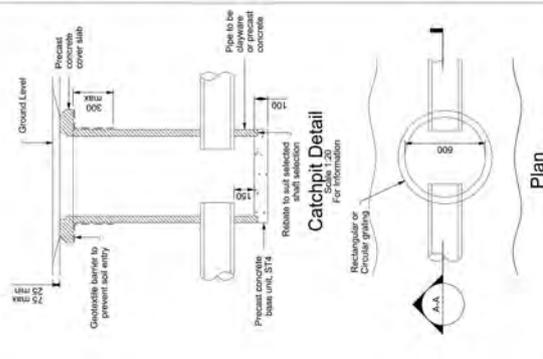


FOR ACCEPTANCE

<p>HS2</p> <p>Registered in England Registered office: 07710566 2, Snow Hill, Queensway, Birmingham, B1 6GA.</p> <p>Contract/Originator: ALIGN</p>	<p>Zone: COLNE VALLEY VIADUCT & SURFACE WORKS</p> <p>Design Stage: DETAILED DESIGN</p> <p>Drawing Title: DENS LANE ACCESS SCHEDULE 17 APPLICATION JUNCTION VISIBILITY LAYOUT</p>		<p>Project/Contract: HS2 - IMC05 CONTRACT</p> <p>Design Location: TOWN AND COUNTRY PLANNING</p> <p>Drawn: K.Krolkosz</p> <p>Checked: J.Woodhouse</p> <p>Date: 12/03/20</p> <p>Scale: 1:500</p> <p>Sheet: A1</p> <p>Revision: A4</p>																
	<p>Security Code: OFFICIAL</p>		<p>Revision: C02</p>																
<p>Legend</p> <p>Landscape Verge: [Green hatched box]</p> <p>Proposed Dens Lane Carriageway: [Blue hatched box]</p> <p>NMU (Non-Motorised User) Surface Course: [Blue hatched box]</p> <p>Extent of Fill Earthworks: [Orange hatched box]</p> <p>Extent of Cut Earthworks: [Yellow hatched box]</p> <p>Existing Trees: [Green circles]</p> <p>Trees to be removed due to new Dens Lane landscape: [Orange circles]</p>																			
<p>Notes</p> <p>1. For Dens Lane Cross-Sections refer to Dwg. 1M025-ALL-TP-DSE-CS01_CL01-166001.</p> <p>2. For Dens Lane Location Plan refer to Dwg. 1M025-ALL-TP-DSE-CS01_CL01-166002.</p> <p>3. For Dens Lane Location Plan refer to Dwg. 1M025-ALL-TP-DSE-CS01_CL01-166003.</p> <p>4. For Dens Lane Junction Visibility Layout refer to Dwg. 1M025-ALL-TP-DSE-CS01_CL01-166004.</p> <p>5. Trees to be removed are indicative only and are subject to a full arboricultural survey being undertaken.</p>																			
<p>Legend</p> <p>Schedule 17 Application Boundary: [Blue dashed line]</p> <p>Visibility Envelope: [Blue solid line]</p> <p>Junction Visibility Envelope at 15m set back: [Blue hatched area]</p>																			
<p>Revision History</p> <table border="1"> <thead> <tr> <th>Rev</th> <th>Description</th> <th>Drawn</th> <th>Checked</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>001</td> <td></td> <td>KK</td> <td>JW</td> <td>12/03/20</td> </tr> <tr> <td>002</td> <td></td> <td>KK</td> <td>JW</td> <td>12/03/20</td> </tr> </tbody> </table>					Rev	Description	Drawn	Checked	Date	001		KK	JW	12/03/20	002		KK	JW	12/03/20
Rev	Description	Drawn	Checked	Date															
001		KK	JW	12/03/20															
002		KK	JW	12/03/20															
<p>Scale: Scale with relation to reference can code.</p>																			



Dews Lane Plan View



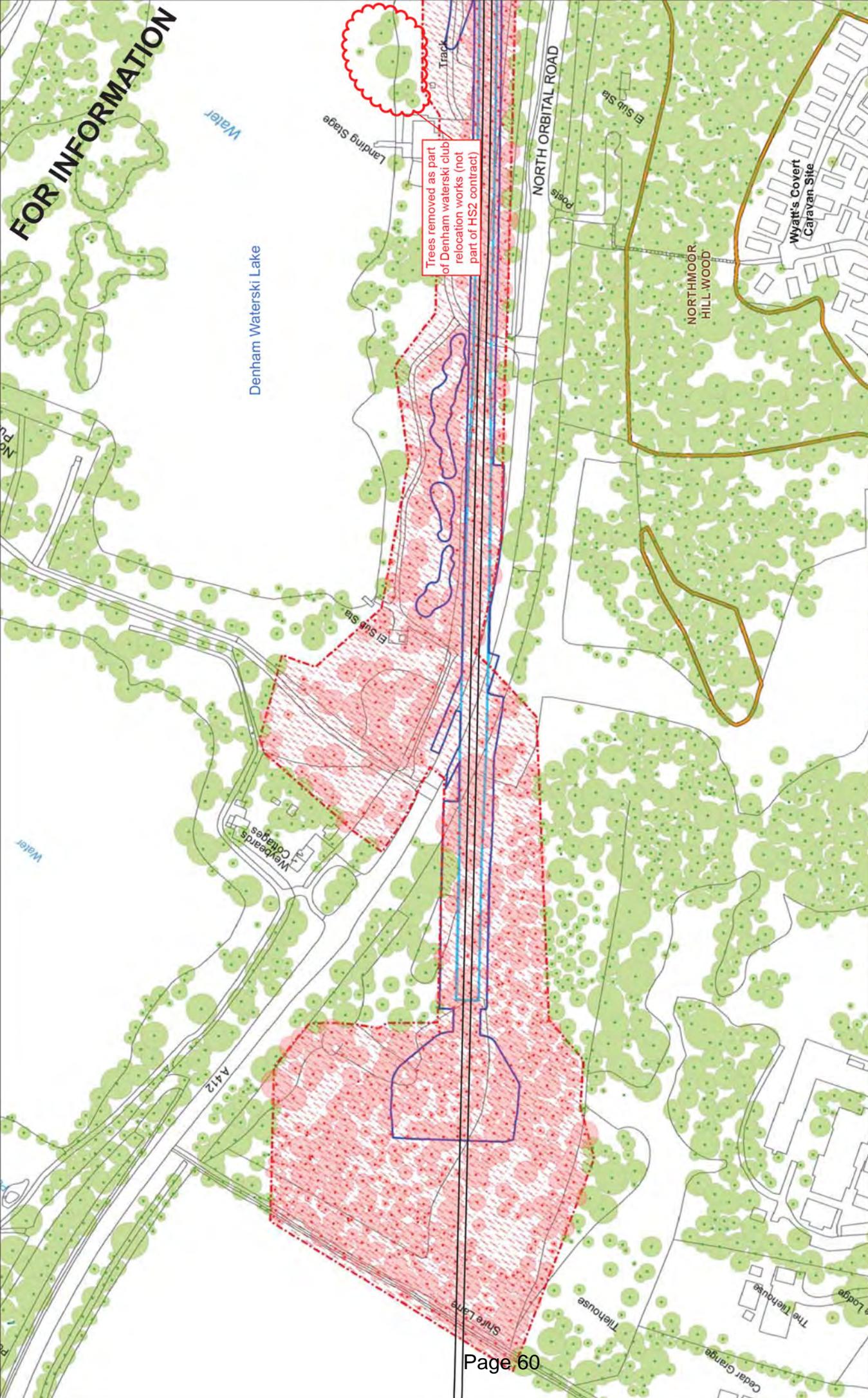
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Design Function	TOWN AND COUNTRY PLANNING
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Checked	J. Woodhouse
Date	10/03/20
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Drawn	OFFICIAL
Project/Contract	HS2 - IM005 CONTRACT
Design Stage	CONCRETE PAVEMENT & SURFACE WORKS
Design Function	TOWN AND COUNTRY PLANNING
Drawn	A. Wilson
Checked	J. Woodhouse
Date	10/03/20
Scale	1:1000
Sheet	A1
Drawn No.	1M005-ALJ-TP-DGA-CS01-CL01-167003
Sheet	A4
Drawn	OFFICIAL



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 Birmingham, B1 7QA

Project/Contract	HS2 - IM005 CONTRACT
Design Stage	CONCRETE PAVEMENT & SURFACE WORKS
Design Function	TOWN AND COUNTRY PLANNING
Drawn	A. Wilson
Checked	J. Woodhouse
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Scale	1:1000
Sheet	A1
Drawn No.	1M005-ALJ-TP-DGA-CS01-CL01-167003
Sheet	A4
Drawn	OFFICIAL

FOR INFORMATION



Trees removed as part of Denham waterski club relocation works (not part of HS2 contract)

Scale at A3: 1:2,000

0 20 40 60 80 Metres

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Rev: C02

Date: 25/09/19

High Speed Two

Indicative Tree Loss Plan - Viaduct

Page 1 of 6

For Information



— Rail alignment

Tree to be removed

Tree to be retained

Ancient Woodland

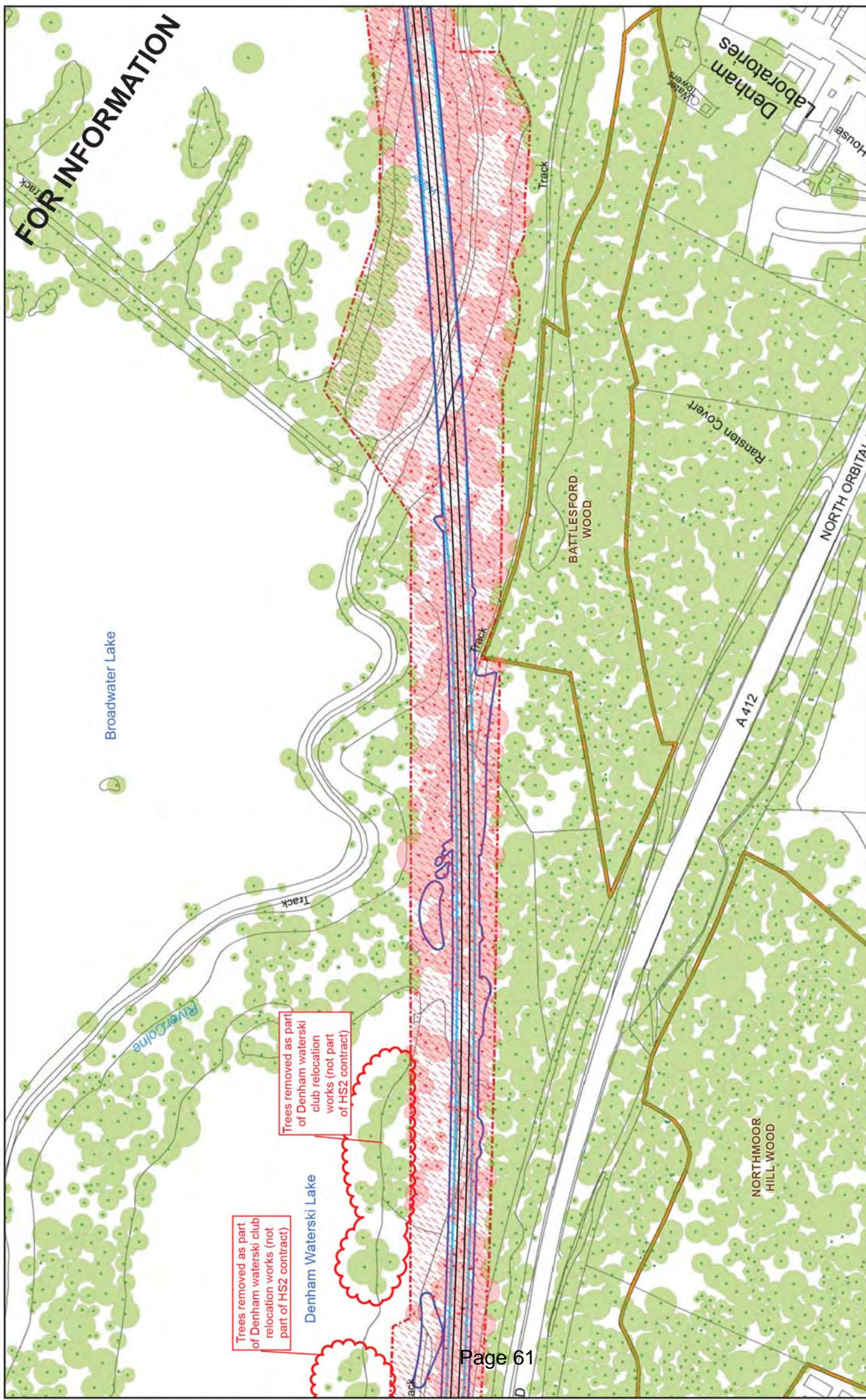
Schedule 17 request for approval boundary

Maximum extent of construction area

Viaduct

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Trees removed as part of Denham waterski club relocation works (not part of HS2 contract)

Trees removed as part of Denham waterski club relocation works (not part of HS2 contract)

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Rev: C02

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0 20 40 60 80
Metres

High Speed Two

Indicative Tree Loss Plan - Viaduct

Page 2 of 6

For Information



— Rail alignment

- Tree to be removed
- Tree to be retained
- Ancient Woodland
- Schedule 17 request for approval boundary
- Maximum extent of construction area
- Viaduct

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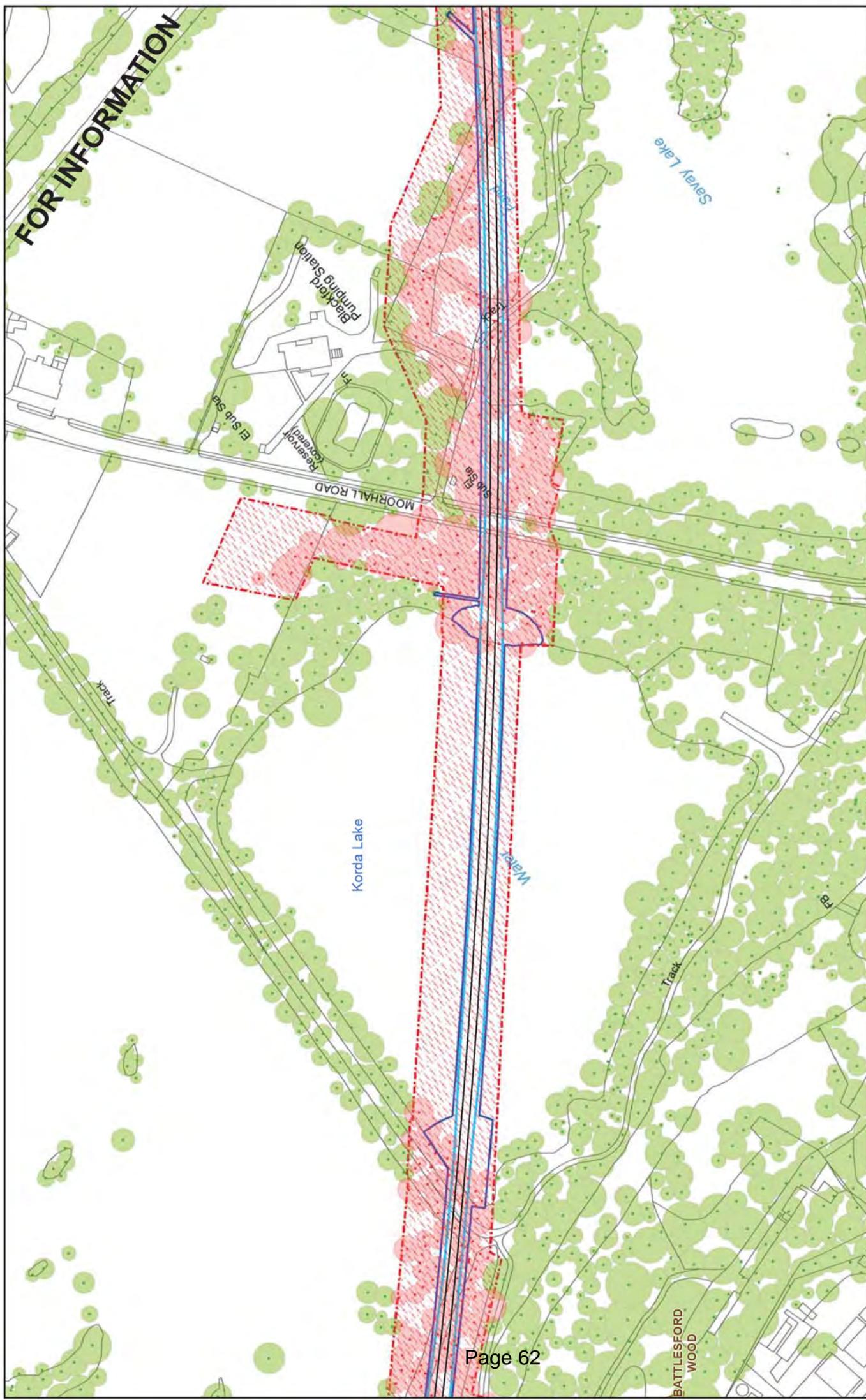
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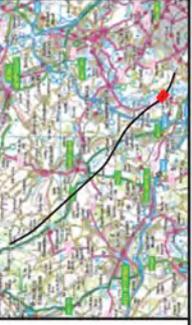
Date: 25/09/19

High Speed Two

Indicative Tree Loss Plan - Viaduct

Page 3 of 6

For Information



Legend

- Tree to be removed
- Tree to be retained
- Ancient Woodland
- Schedule 17 request for approval boundary
- Maximum extent of construction area
- Viaduct
- Rail alignment

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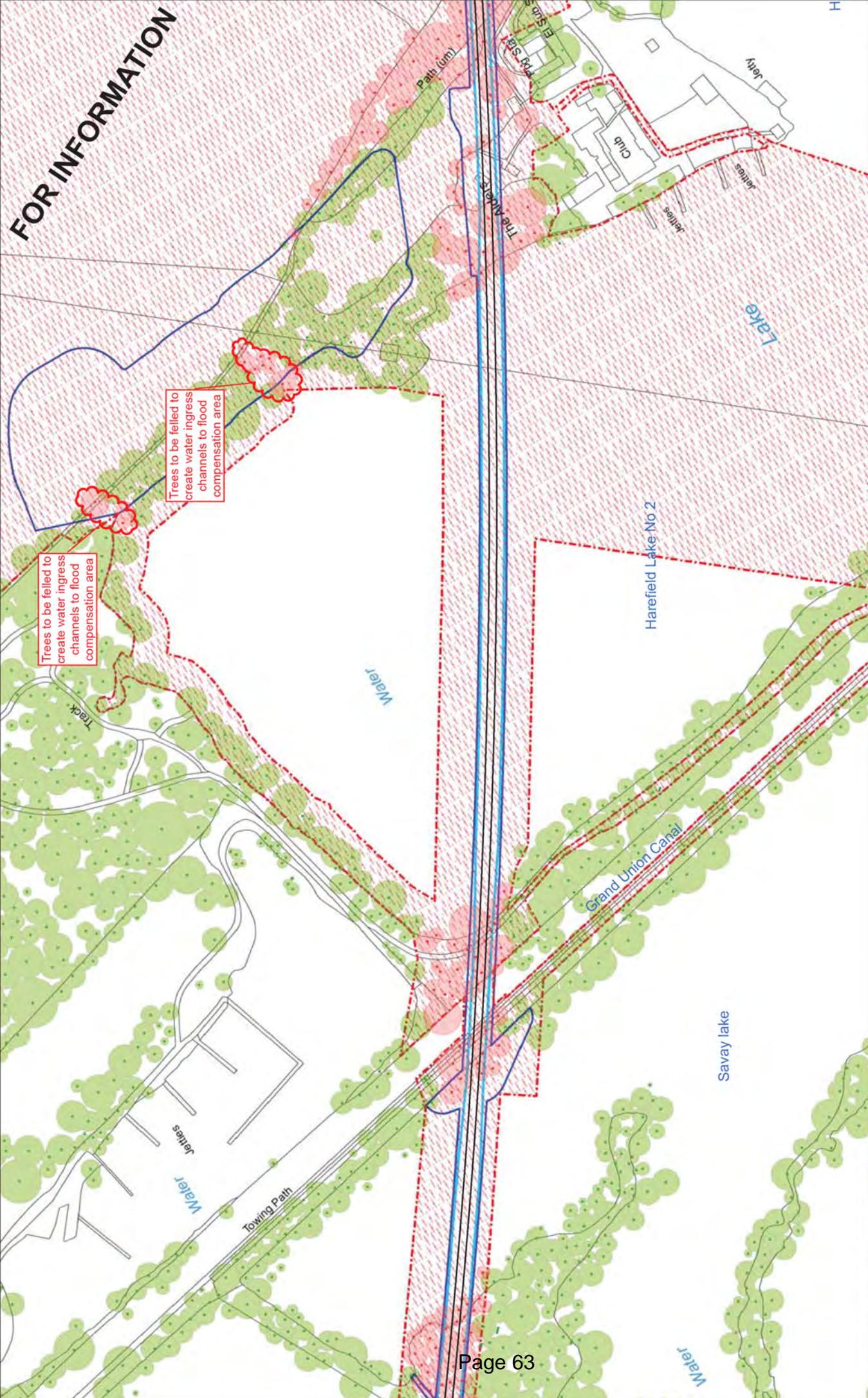
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Rev: C02

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High Speed Two

Indicative Tree Loss Plan - Viaduct

Page 4 of 6

For Information



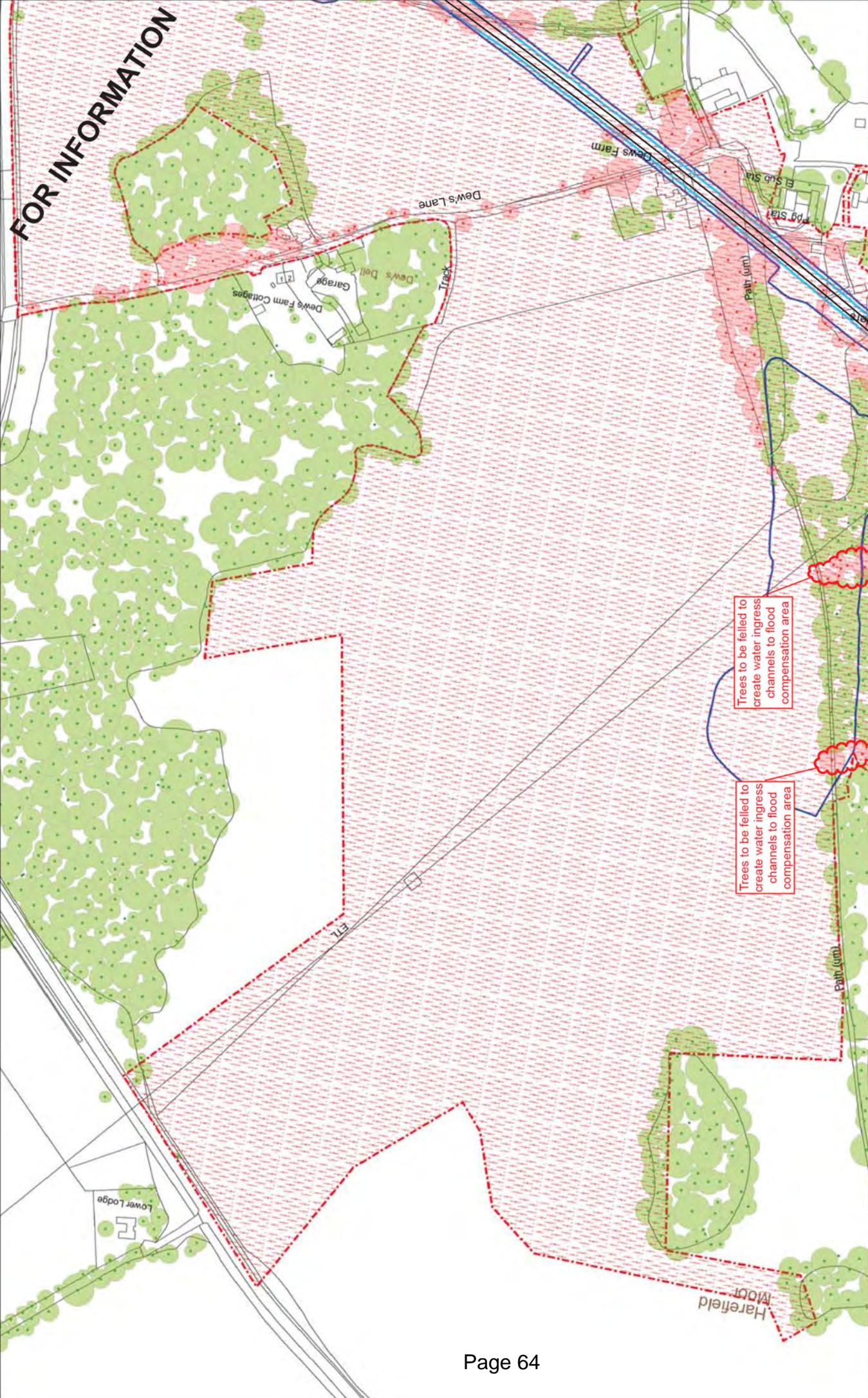
Legend

- Tree to be removed
- Tree to be retained
- Schedule 17 request for approval boundary
- Maximum extent of construction area
- Viaduct
- Rail alignment

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Date: 25/09/19

High Speed Two

Indicative Tree Loss Plan - Viaduct

Page 5 of 6

For Information



Legend

- Tree to be removed
- Tree to be retained
- Schedule 17 request for approval boundary
- Maximum extent of construction area
- Viaduct
- Rail alignment

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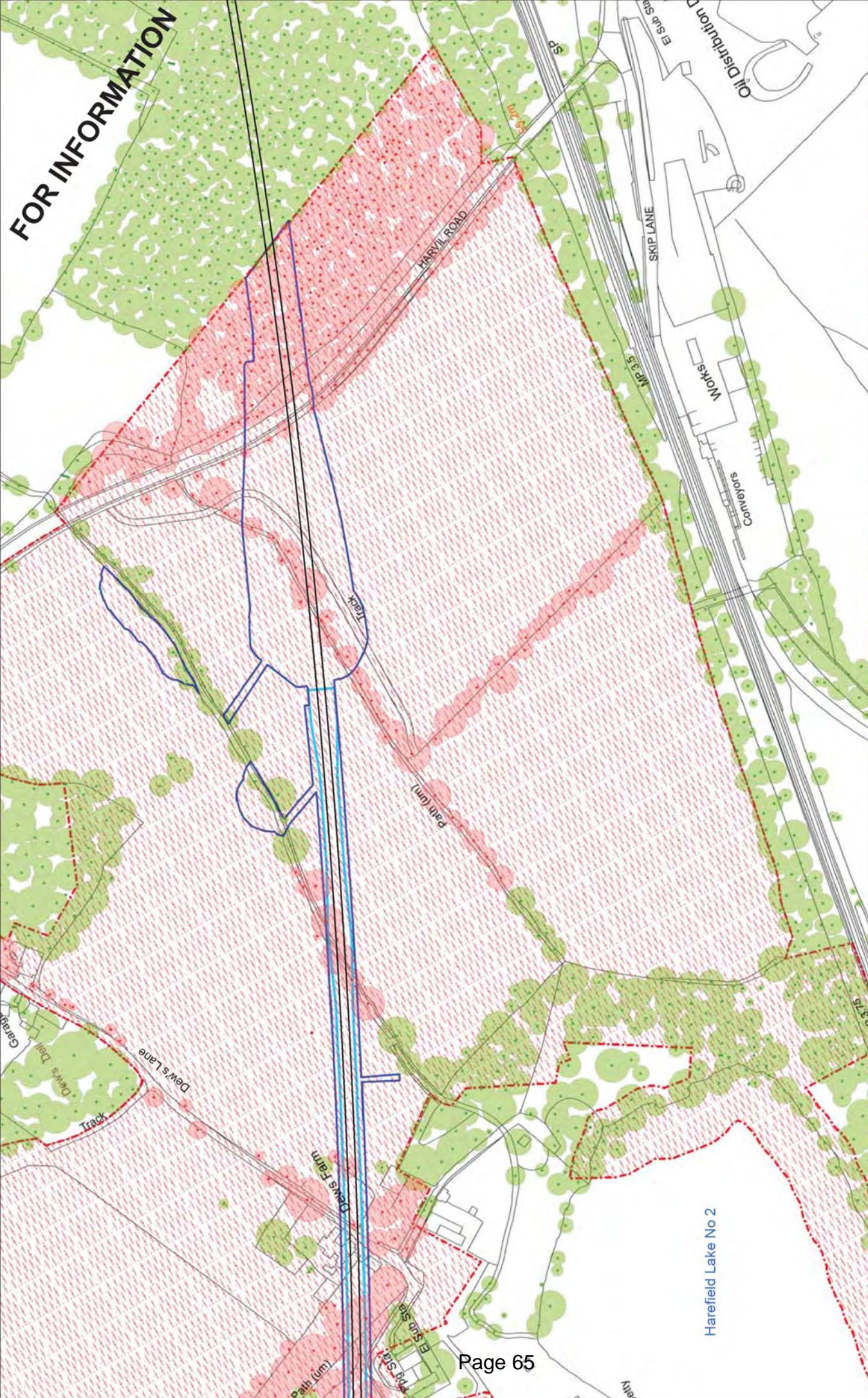
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 Rev: C02
 Date: 25/09/19

High Speed Two
 Indicative Tree Loss Plan - Viaduct
 Page 6 of 6
 For Information



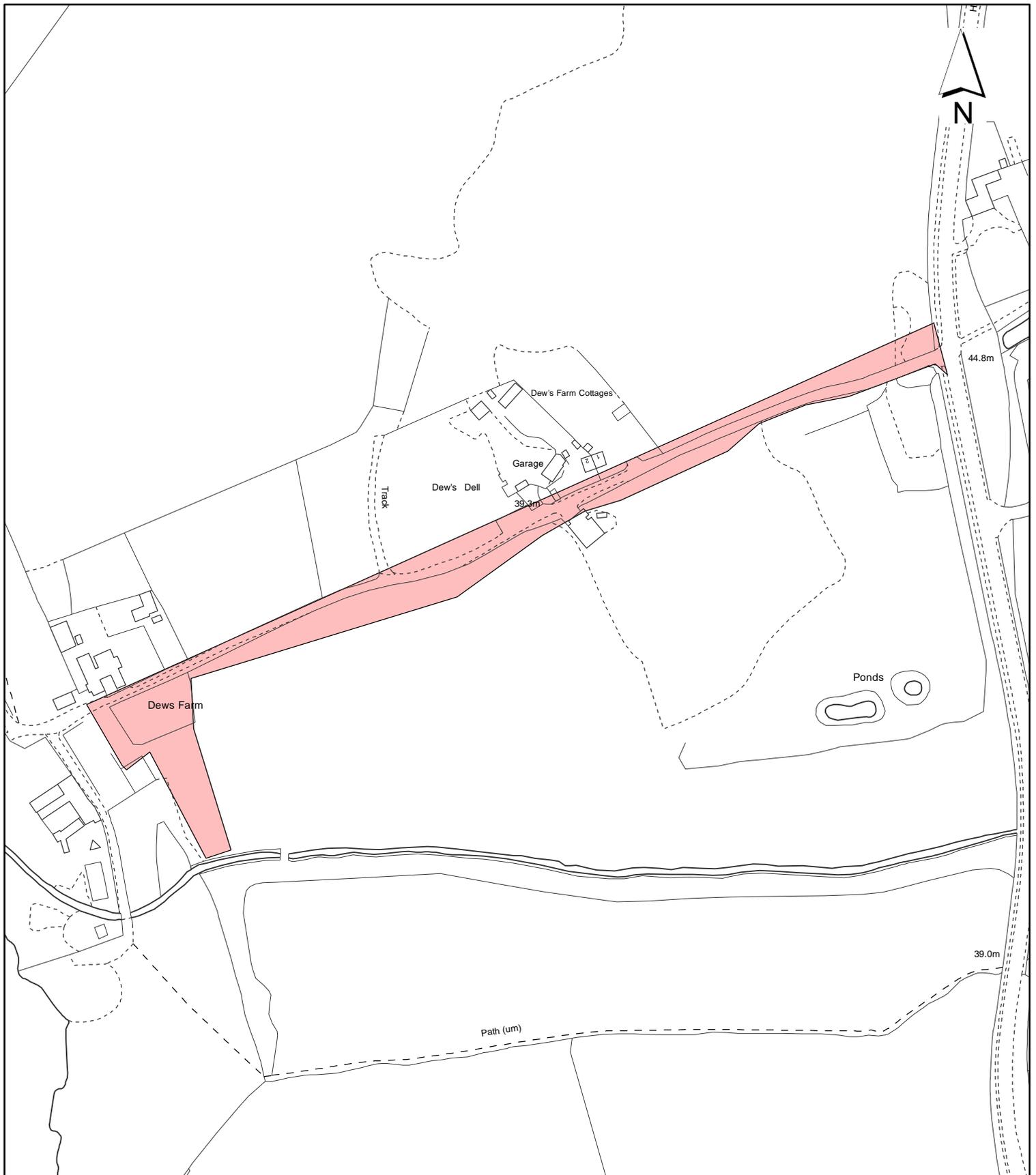
Legend

- Tree to be removed
- Tree to be retained
- Schedule 17 request for approval boundary
- Maximum extent of construction area
- Viaduct
- Rail alignment

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Harefield Lake No 2



Notes:

 Site boundary

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Site Address:

**Land at Dews Lane
 Dews Lane
 Harefield**

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

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

Planning Application Ref:

75435/APP/2020/1057

Scale:

1:2,500

Planning Committee:

HS2 Page 66

Date:

June 2020



Report of the Head of Planning and Enforcement

Address: NATIONAL GRID ZC DIVERSION - CONSTRUCTION SITE & COMPOUND
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 relating to the
diversion of the National Grid ZC overhead power line in the Colne Valley

LBH Ref Nos: 74320/APP/2020/22

Drawing Nos:

Date of Amended Plans:

Date Application Valid: 6th January 2020

- Electricity tower
- Electricity line
- Electricity cable
- Electricity substations
- Gas pipeline
- Gas site
- Lorry Route (In)

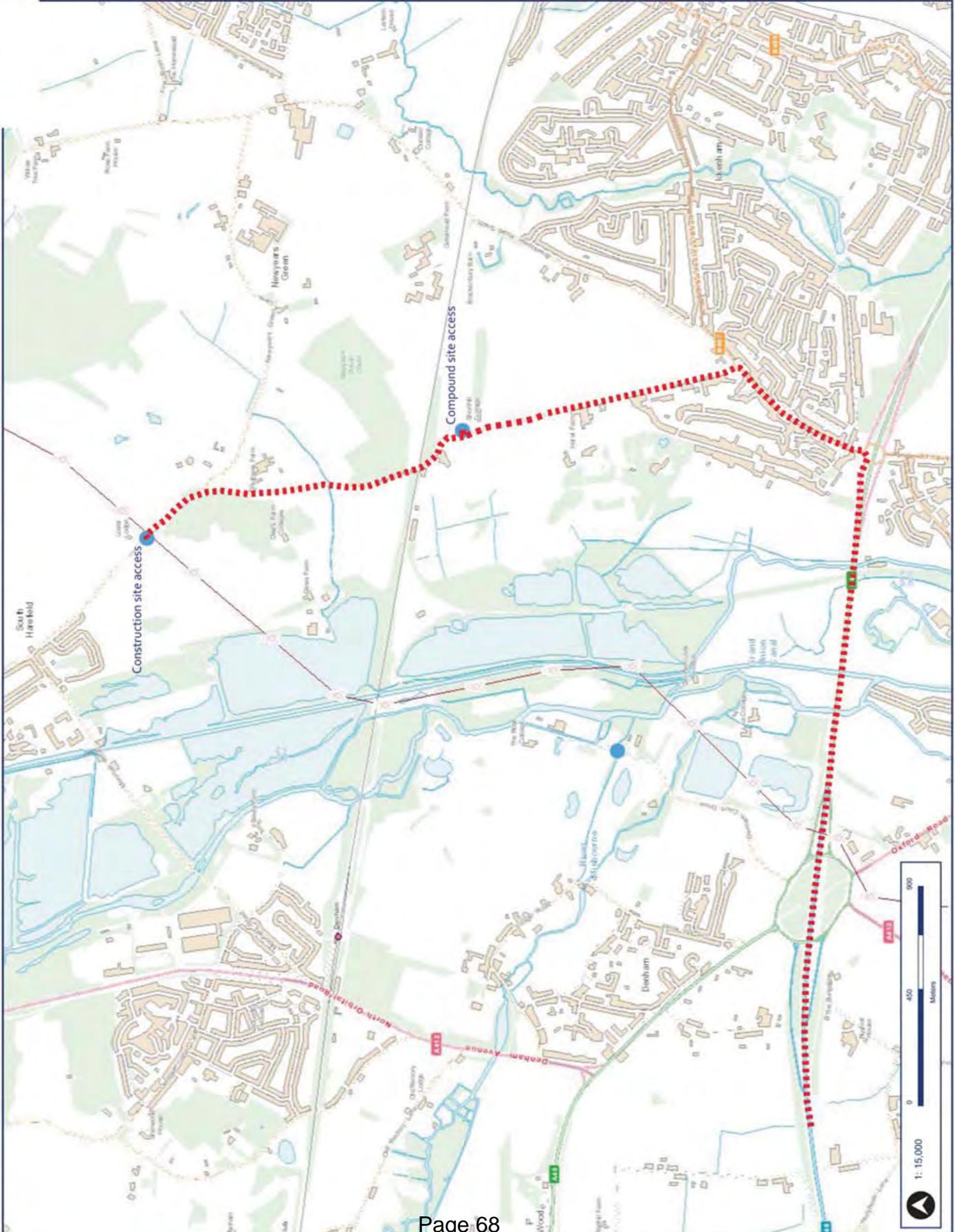
ZC Route

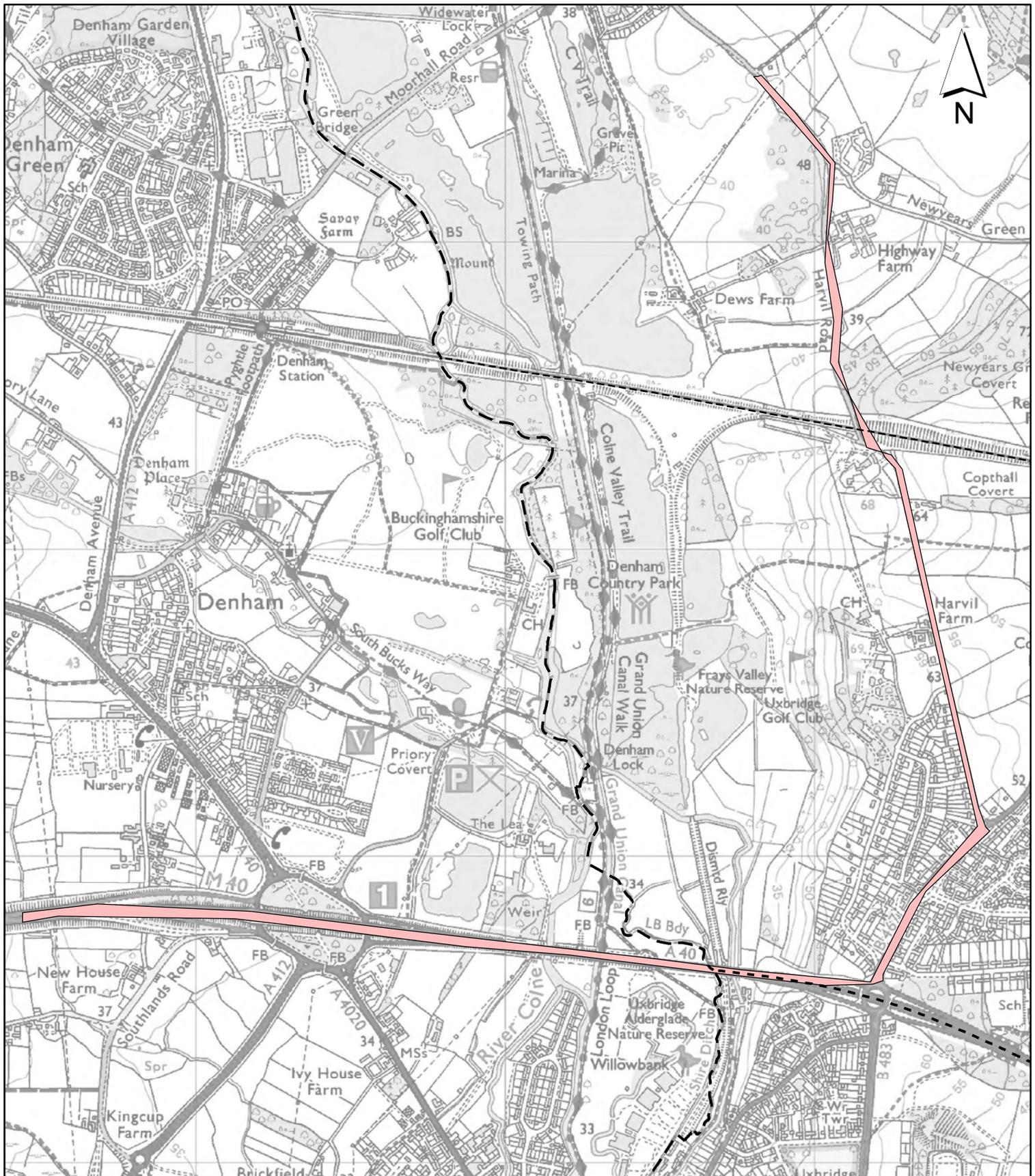
Lorry Route to Construction site access and Compound site access in London Borough of Hillingdon.

Schedule 17 Drawing No. 1.

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Site Address:

National Grid ZC Diversion

Planning Application Ref:
74320/APP/2020/22

Planning Committee:
HS2 Page 70

Scale:
1:16,800

Date:
June 2020

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

