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1MC04-SCJ_SDH-LS-DSE-SS05_SL07-482007	23-12-2019
1MC04-SCJ-IN-APP-SS05_SL07-000004	23-12-2019
1MC04-SCJ_SDH-AR-DGA-SS05_SL07-480212	23-12-2019
1MC04-SCJ_SDH-AR-DPL-SS05_SL07-481211	23-12-2019
1MC04-SCJ_SDH-AR-DSE-SS05_SL07-482211	23-12-2019
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1MC04-SCJ_SDH-LS-DPH-SS05_SL07-481103	23-12-2019
1MC04-SCJ_SDH-LS-DSE-SS05_SL07-482002	23-12-2019
1MC04-SCJ_SDH-EL-DGA-SS05_SL07-484001	23-12-2019
1MC04-SCJ_SDH-LS-DPH-SS05_SL07-481106	23-12-2019
1MC04-SCJ_SDH-LS-DPL-SS05_SL07-481006	23-12-2019
1MC04-SCJ_SDH-LS-DPL-SS05_SL07-531002	23-12-2019
1MC04-SCJ_SDH-LS-DSE-SS05_SL07-482006	23-12-2019
1MC04-SCJ_SDH-LS-DSE-SS05_SL07-532001	23-12-2019
1MC04-SCJ_SDH-LS-DSE-SS05_SL07-532002	23-12-2019
1MC04-SCJ_SDH-LS-DPH-SS05_SL07-481105	23-12-2019
1MC04-SCJ-IN-STA-SS05_SL07-000003	23-12-2019

Drawing Nos:

Date of Amended Plans:

Date Application Valid: 27th December 2019

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 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.

There is no statutory obligation to consult with neighbours. However, Natural England and Historic England (including GLAAS) are statutory consultees for this proposal and have raised no objections.

The application is the latest in a series of HS2 Schedule 17 planning submissions that have 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. This includes the principle of a portal structure, headhouse and ancillary works having already been approved in this broad location. The role of the Planning, Authority is therefore heavily restricted as to what can and cannot form the basis of a decision.

No objections are raised to the proposed parking area, fencing and lighting.

Officers are of the opinion that the proposals, although they would have an ecological impact and no information has been presented although alluded to, would not have a detrimental impact on a site of ecological value (i.e. a designated site) or an archaeological area of importance.

Subject to conditions, 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 Paragraph 9 sub section (4)(a) of Schedule 17 of the Act.

2. RECOMMENDATION

APPROVAL

RECOMMENDATION NOTES

That comments on measures to ensure the protection of trees with merit on the existing golf course site and proposals on the surface water drainage regime in the area, including impacts on the River Pinn be provided by way of informatives attached to the decision notice, in accordance with the requirements of the HS2 Planning Memorandum.

1. NONSC Non Standard Condition

Prior to the commencement of works on the above ground headhouse structure and substation, the applicant should submit a scheme for the use of living screens to soften the appearance of the structures or provide suitable justification as to why they are to be omitted. The scheme for living screens or their omission must be agreed in writing with the Local Planning Authority. The development must proceed in accordance with the agreed arrangements.

2. NONSC Non Standard Condition

Prior to the operation of the railway, a scheme for the monitoring and reporting of noise and vibration specific to this proposal shall be agreed in writing with the Local Planning Authority. The scheme shall identify the type and location of monitoring equipment and the frequency and mechanism for reporting such information to the Council. The scheme shall set out the process for securing additional noise mitigation (above and beyond that identified through the HS2 Act) and how and when this will be implemented. The operation of the railway specific to this proposal must be carried out in accordance with the approved scheme.

INFORMATIVES

1. I99 Non Standard Informative

The nominated undertaker should work with the Council to ensure the protection of trees with merit on the existing golf course site. The current plans show the removal of trees and this approach has not been supported by the submission to the Council of any meaningful information. The Council is keen to avoid an insensitive approach to tree clearance where practicable.

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 River Pinn. This work must be undertaken on a strategic basis, and factoring in all the relevant parts of this project and the reconfiguration of Ruislip Golf Course.

3. CONSIDERATIONS

3.1 Site and Locality

This section of railway stretches from Ickenham Road Bridge in the east, in a west to north-westerly direction to a point approximately 100m to the east of the River Pinn. The application site is adjacent to (the north of) the Network Rail Chiltern Line and forms the southern section of Ruislip Golf Course. As a result of part of the golf course being permanently lost to the HS2 works, the remaining golf course layout will be remodelled, the design for which will be the subject of a separate planning application under the Town and Country Planning Act 1990.

The nearest residential receptors to the application site are on The Greenway, which lies to the South of the Network Rail Chiltern Line.

3.2 Proposed Scheme

The proposed development comprises features 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 (including retaining walls), boundary / security fencing (location only) and noise barriers.

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

- Work No. 1/61 - A railway (2.27 kilometres in length), partly in tunnel commencing by a junction with the termination of Works Nos. 1/15 and 1/1 passing north westwards and terminating at a point 225 metres north of the junction of Harvil Road with Skip Lane. Work No. 1/61 includes a shaft at West Ruislip and bridges over the River Pinn and Breakspear Road South.

The development consists of the following operations or works for approval, which are not of a temporary nature, in accordance with Paragraphs 2 and/or 3 of Schedule 17:

>The erection, construction, alteration or extension of any building

- Intervention shaft headhouse
- Portal mouth structure
- Porous portal ventilations slots
- UKPN substation

>A road vehicle park

- Road vehicle parking

>Earthworks

- Portal hood covering
- Retained embankment
- Ecological ponds
- Retaining walls

>Sight, noise or dust screens

- Noise screens - Noise Barrier Details

>Fences and walls (except for sight, noise and dust screens)

- Security enclosure measures

>Artificial light equipment

- External Lighting - Installation Detail

The proposed works are set out in more detail below.

The Northolt Tunnels alignment will rise up towards the existing ground level at a point just inside the south-eastern corner of Ruislip Golf Course, adjacent to the Chiltern Main Line and directly opposite West Ruislip Station. Through the entire length of the tunnel portal ('The West Ruislip Portal'), the alignment continues to rise until a 'level' point, just to the west of the portal mouth, after which the ground level reduces down by approximately 10m to the River Pinn, necessitating the construction of the proposed West Ruislip Retained Embankment, to carry the railway at a suitable level over the River Pinn and beyond.

The West Ruislip Portal

The West Ruislip Portal will comprise a shallow-sloped below-ground structure that will act as a connecting, transition section between the Northolt Tunnels to the east and the above-ground open section of railway to the west. The portal will consist of the following main sections:

- A Tunnel Boring Machine (TBM) launch chamber, which in the permanent case will act as a shaft and support a headhouse building, containing a vertical circulation core and one level of basement;
- A section of cut and cover tunnel forming a porous portal with ventilation slots; and
- An open retained cut.

The porous portal will be formed of a 210m long cut-and-cover box with contiguous pile walls. The roof of the portal will have a row of 0.5m wide ventilation slots located above both the up and down train lines. The ventilation slots will contain strong steel mesh for safety reasons. The total width of the porous portal will vary slightly, from 23m at the connection with the headhouse to 24.7m at its widest point at the portal mouth.

Earthworks will be formed on top of the portal roof structure to form the portal hood cover, ranging in depth from approximately 1.5 metres at the eastern end (adjacent to the headhouse) down to 0.3m adjacent to the portal mouth, to allow the landscaping scheme to be implemented, and as far as possible, to give the portal a flat, green appearance to allow it to blend into the surrounding landscape.

A maintenance access route (not for approval) will be located on top of the porous portal (northern side). It will enable access to the underground attenuation tank located adjacent to the portal on the north side, as well as to the portal mouth and retained embankment. As the route will rarely be used, there is no requirement for it to comprise a hard surface. A grassed surface is proposed, in order to ensure that it blends in with the overall green nature of the portal landscaping. Low column lighting will be installed along the track. The applicant advises that this will only ever be turned on when the route is used for night time maintenance, or in the event of an emergency at the portal mouth, during times of darkness.

West Ruislip Portal Headhouse and Compound

The shaft (constructed initially as the TBM launch chamber) at the far eastern end of the portal will enable emergency intervention to, and evacuation from the HS2 tunnels to/from the surface. At the top of the underground shaft, a headhouse building will be constructed that will contain two separate staircases to allow intervention/evacuation; the building will also house a variety of mechanical and electrical equipment.

The headhouse will be formed of one principal element at a continuous, single storey height of

7.2m, with a footprint of 25.4m x 26.7m, with one basement level. The exterior finish of the headhouse building will be predominantly timber with metal doors and louvres. The building will have a 'green roof' incorporated on top as a means of promoting ecological connectivity throughout the area.

The West Ruislip Portal headhouse building will have a green roof with structural loading sufficient to ensure that support exists for it without the need for extra columns for increased loads. As a deep substrate green roof, the majority of proposed planting will reach heights up to 1m high; the green roof will be at a position 0.5m above roof level with the parapet at 1m above roof level, therefore approximately 0.5m of greenery will be visible.

Within the compound, a hardstanding area of 854m² is provided for the parking of emergency and maintenance vehicles which forms a 'road vehicle parking area' as defined under Paragraph 3 of Schedule 17 of the Act. The parking area will consist of large robust concrete slab paving which has been selected to visually match the semi-industrial character of the site.

Access into the secure compound will only be possible via security gates in the north western corner, from the Ruislip Golf Course car park. Works will be undertaken to widen the current single lane access road into the golf course car park from Clack Lane to the north, such that it becomes a shared access for both HS2 personnel/vehicles and golf course patrons. However, this will be the subject of separate future submissions under Schedule 4 (Highways) and Schedule 17, if necessary, of the HS2 Act.

Substation

A substation, to be owned and operated by UK Power Networks (UKPN), will be located to the east of the hardstanding area for road vehicle parking, adjacent to the West Ruislip Portal Headhouse. The substation will be one building, single storey height of 4.2m, with a footprint of 10.0m x 5.0m. The south and north elevations consist of metal panels and louvres whilst the east and west elevations are comprised of black brick and the roof will consist of a concrete slab.

West Ruislip Retained Embankment and Retained Cut

To the west of the portal mouth, the HS2 alignment will continue to rise to grade level within an open retained cut, approximately 80m in length, also formed using contiguous pile retaining walls. Fair faced concrete retaining walls will be formed on either side, sloping downwards to the west, at which point the walls will transition to noise barriers

To the west of the portal headhouse over the top of the portal, the topography of the land reduces by approximately 10m over a 200m section down to the River Pinn. To ensure that the HS2 track alignment is maintained at the required, flat level, as well as being high enough to pass over the River Pinn and Breakspear Road, the West Ruislip Retained Embankment will be constructed to support the railway, connecting directly with the proposed new bridge over the River Pinn, outside of the application boundary to the west.

The embankment will be constructed using free-draining granular material and will be formed upon the shoulder of the existing Chiltern Line embankment to the south, with a shallow slope formed down to security fencing on the north side, which will form the border with Ruislip Golf Course. As

implied above, the embankment will rise to approximately 10m in height at its highest point just prior to the River Pinn bridge. For clarity, only the section of the embankment to the west up to the wingwall of the proposed River Pinn Bridge is included for approval within this submission.

Lighting

This application seeks approval for the design of lighting equipment, with respect to the emissions of light. The overall objective of the lighting design for the compound will be to provide the necessary lux levels to facilitate the few occurrences when emergency intervention to/from the tunnels via the shaft is necessary. However, at all other 'normal' times of darkness, when the building is unattended, and no maintenance works are being undertaken, the applicant submits that lighting will be kept to a minimum in order to preserve local and environmental amenity.

The east, north and south external facades (for east and south facades of the headhouse building will be permanently lit to a very low level by luminaires attached to the building itself, to a maximum of 5 lux, to act as a reference point from the surrounds.

The compound entrance gate will be permanently lit to a very low level, a maximum of 5 lux, on both sides, to ensure the necessary level of security is achieved.

The entire compound will be lit to 20 lux maximum in the event of an intruder entering without authorisation, in order to support CCTV operations. The applicant advises that CCTV cameras respond better and more rapidly if there is an initial low level of background lighting rather than lighting coming on from complete darkness. Therefore, low levels of lighting will be maintained permanently. Compound lighting will be via luminaires attached to free standing poles located around the perimeter of the compound.

The proposed lighting columns will be approximately 6m in height and spaced roughly 20m apart.

Noise Barriers

The eastern extent of the noise barriers within this submission will be from a point approximately 80m to the west of the portal mouth, where the railway alignment is just below ground level. Both barriers will extend westwards, to the western extent of the application boundary, just before the proposed new River Pinn Bridge (subject to future request for approval). For clarity, the barriers will then carry on continuously westwards, for the entire length of the West Ruislip Retained Embankment, River Pinn Bridge, Gatemead Embankment and Breakspear Road South Bridge. These sections will form part of a separate submission for approval under Schedule 17 of the HS2 Act.

The barriers will be located parallel to, and approximately 3m either side of the tracks, in close proximity to the noise source (train wheels). The applicant explains that this is to ensure that the acoustic performance of the barriers is maximised. The barrier on the north (golf course) side will be 2.5m in height (from top of rail (ToR)), with the barrier on the south side (bordering the Chiltern Line railway) 5m in height (from ToR), both of which replicate the assumptions in the ES (as amended).

The barriers will be formed of precast concrete panels, with absorptive material to the rail-facing side, slotted into steel posts. The barriers on both sides will be 'cranked', the top sections (above

the bottom 2.5m) being inverted inwards at a slight angle. The outward facing panels will also contain a suitable architectural treatment to ensure that their external appearance is sympathetic to the surrounding area. Both these elements will help to minimise the visual impact of the barriers, and to ensure that the railway blends naturally into the landscape as much as possible.

Ecological ponds

Five ecological ponds are proposed in the area to the north of the portal headhouse building. The main function of the ponds is to provide replacement habitat appropriate for great crested newts. The pond volumes range from 85m³ to 800m³ to provide for different habitat environments and activities. Hibernacula will be located on the periphery of the ponds to allow great crested newts to seek refuge. The ponds will also perform some drainage functions and therefore additional capacity has been incorporated into the design of the ponds to enable the temporary storage of water runoff during heavy rainfall events prior to being slowly released into the Ruislip Golf course drainage system. The applicant submits that the design has been developed in parallel with the drainage proposals for Ruislip Golf Course to enable a coordinated approach to water management. Furthermore, pond margin planting has been integrated into the areas on the edges of the ponds, which can be flooded at times and still maintain an appropriate habitat function.

Fences/walls (location only for approval)

The headhouse building will be located within a secure compound, encircled predominantly by approximately 2.4m high security fencing, with sections of dark grey brick wall comprises the boundary to the north and south of the compound hardstanding area and headhouse building.

The substation will be separated from the main operational compound by an approximately 2.8m security fencing and an approximately 1.2m high brick wall mounted by an approximately 1.6m security fence on the boundaries facing the golf course.

Only the location of boundary walls and fencing are for approval under Schedule 17 of the HS2 Act, however some materials have been specified in order to reflect the local context and characteristics.

Access arrangements from the public highway to the secure compound will be subject to a separate approval process, and where necessary agreements will be sought with relevant landowners to ensure maintenance and emergency access is retained at all times.

All the remaining HS2 works to the west of the application boundary, (including the associated structures for the diversion of Footpath U81) River Pinn Bridge, Breakspear Road Bridge, Gatehead Embankment and Copthall Green Tunnel through to Harvil Road (including the three proposed new bridges over the Chiltern Line, HS2 tracks and Newyears Green Bourne) and the Northern and Southern SPAs, will be the subject of separate submissions for approval under Schedule 17 of the HS2 Act.

Indicative Mitigation

In addition to the works for which approval of Plans and Specifications is required, mitigation in this location includes the works which will comprise part of the overall mitigation scheme in relation to

the scheduled works. Details of the indicative mitigation are submitted for consultation in accordance with paragraph 7.5.2 of the Planning Memorandum and are the subject of a separate consultation letter.

Construction Programme

A programme for the works subject to this submission and how they fit into the overall programme for other works in the area is provided below, although the programme may vary from the indicative dates shown

HS2 Site Set Up	Fourth Quarter 2019
Commence West Ruislip Portal Construction	First Quarter 2020
Commence Construction of Porous Portal/Roof Slab	First Quarter 2020
Commence Earthworks on Retained Embankment	Second Quarter 2020
Commence Construction of West Ruislip Headhouse	First Quarter 2022
Testing & Commissioning of WR Headhouse	Fourth Quarter 2024
Footpath U81 Diverted	First Quarter 2024

Other main consents likely to be required for the works are summarised below:

- Ecological license PL Great Crested Newts Licence application.
- Ecological license PL Badger Licence Application.
- HS2 Act - Schedule 33 Protective Provisions Flood Defence consent for diversion of a river.
- HS2 Act - Schedule 33 Protective Provisions Piling works in a Source Protection Zone (SPZ).
- HS2 Act - Schedule 4 Part 1 Construction of permanent new access to public highway Temporary interfere with highway to enable construction of access.
- HS2 Act - Schedule 4 Part 3 Diversion of existing Public Right of Way.
- HS2 Act - Schedule 17 Bringing Into Use Consent (West Ruislip Portal and Retained Embankment) Site Restoration (West Ruislip Portal and Retained Embankment)
- Plans and Specifications (River Pinn Bridge and Breakspear Road South)
- Plans and Specifications (Work No. 1/62)
- Town and Country Planning Act (1990) Remodelling of Ruislip Golf Course

3.3 Relevant Planning History

The High Speed Rail (London - West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission.

Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.

- Construction arrangements (including large goods vehicle routes);
- Plans and specifications;

- Bringing into use requests; and
- Site restoration schemes.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.

Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs comprise the following suite of documents:

- Code of Construction Practice (CoCP)
- Planning Memorandum
- Heritage Memorandum
- Environmental Memorandum
- Undertakings and Assurances

These controls along with the powers contained in the High Speed Rail (London - West Midlands) Act and the Undertakings and Assurances are designed to ensure that impacts which have been assessed in the Environmental Statement (ES) will not be exceeded. The Environmental Statement (ES) is an assessment of the likely significant environmental effects of the proposed HS2 railway and the proposals to avoid, reduce or remedy these likely significant environmental effects.

Planning History of Scheme

Royal Assent for the HS2 Act gave deemed outline planning permission for the works being presented as part of this submission. Originally, the plans approved by Parliament were for a shorter portal structure with no landscaped hood. The current plans are therefore seen as an improvement on those addressed in principle by Parliament.

Given the principle of a portal structure, headhouse and ancillary works have already been approved, matters relating to the size and scale of the portal have effectively been established. In any event, if the Council were to raise objections to these matters, then it would have to be able to demonstrate that they could reasonably be modified or amended. This would effectively require the Council to redesign a High Speed Rail tunnel portal and headhouse.

The consideration of this submission is therefore whether the design of the headhouse is appropriate along with the ancillary proposals (substation, car park etc...) and whether there is an appropriate integration (i.e. design) of the portal structure and importantly the 'hood' into the landscape.

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 One letter of objection has been received making the following comments:

I am against HS2 on grounds of climate change, environmental destruction, noise pollution, traffic congestion during construction and waste of money. Therefore I am against this and every other HS2 planning application.

HISTORIC ENGLAND (GLAAS)

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter.

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 preapplication and other consultation with the High Speed 2 Ltd.

Archaeological trial trenching was completed last autumn with negative results. 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.

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 or landscapes.

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.

6.2 URBAN DESIGN AND CONSERVATION OFFICER

No comment.

FLOOD AND DRAINAGE OFFICER

These proposals for permanent works have an implication on the Ruislip Golf Course and proposed drainage across this site and yet there is no information included to demonstrate that this application manages the flood risk appropriately. It is noted a green roof is proposed by level changes and embankments impact on the drainage arrangements and no other detail is provided that would be expected to be submitted by an application of a similar size.

There is no current response from the Environment Agency acknowledging this issue. The Environment Agency are the body that HS2 are required to consult on drainage, depriving the Lead local Flood authority of their normal and important right to comment on the drainage for major applications.

The Environment Agency do not appear to acknowledge this role on drainage under the HS2 Act. Therefore, consideration of the drainage issues is limited. The LLFA have limited ability to ensure that significant flood risk concerns are addressed and no mechanism to ensure that HS2 as with other normal applications provide a sufficient level of detail similar to other applications to discharge conditions to show that the issues are addressed appropriately.

(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 River Pinn.)

ACCESS OFFICER

I have considered the detail of this planning application and have no accessibility comments to make.

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

7.1 BUILDING WORKS

In accordance with Schedule 17 of the Act, the relevant planning authority may only refuse to approve plans or specifications on defined grounds. Paragraph 2 of Schedule 17 outlines the grounds for determination for 'building works', which in this submission include:

- intervention Shaft Headhouse;
- portal Mouth Structure;
- porous Portal Ventilation Slots; and
- UKPN Substation.

The grounds for determination under Paragraph 2 of Schedule 17 are as follows:

(a) the design or external appearance of the building works 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 is reasonably capable of being so modified, or
- (b) the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

Appraisal

The applicant submits that the visual impact of all 'building works' has been reduced by the careful design of materials, locations and screening to maximise the integration of the works into the local environment. Therefore, it is not considered that the design or external appearance of the works ought to be modified to preserve local environment or amenity.

The design of the Headhouse is set against the context of a) the principle of such a structure (including height and massing) being already approved in this broad location, b) the presence of the Chiltern Line to the south of the new structure and c) the reconfiguration and landscaping of Ruislip Golf Course.

It is considered that the proposed structure is not a bland concrete specimen and has been designed to be sympathetic to the surrounding environment. Clearly, the landscape will change and some of it (to the west and north) has yet to be designed and approved. The photomontages do show the structure from the Greenway (residential road to the south of the proposal), that the built form is a prominent feature, particularly as the land will be raised in this location to allow for the portal. However, it is considered that the appearance of the structure has addressed this bulk through a subtle choice of materials and the existing landscape south of the Chiltern Line will help break up the visual intrusiveness of the building.

The building will be most prominent from the Ickenham High Road bridge over the existing Chiltern Line (and the new HS2 line). This view looking along the length of the railway will be materially altered, as currently the site is heavily vegetated. However, this viewpoint also looks down a multitude of railway tracks and sidings associated with the Chiltern Line and is therefore not considered to be a valuable viewpoint that is lost due to the HS2 proposals. However, as set out above, the design of this structure and also the substation (also visible from the bridge) is subtle with the green roof on the headhouse a positive feature.

Notwithstanding the above, officers consider that further work to screen the headhouse and substation using some form of living walls should be explored further. Conditions can only be imposed to reflect the constraints of the Act. It is considered that the design of the proposals have an impact on the local environment and local amenity by way of visual intrusion. It is reasonable to expect that the design can be modified to accommodate the use of living screens to further reduce the impact. In any event, a condition for the submission of a scheme for the use of living screens to soften the appearance of the structures provides an opportunity for the applicant to demonstrate why they cannot be reasonably modified.

The assumed access to the permanent secure compound is via the existing access from Clack Lane to the Ruislip Golf Course car park, and through the car park to the proposed access gates. Any consents required for these works will be sought separately in the future and, where necessary,

agreements will be sought with the Council. It is not therefore considered that the works will have any detrimental impact on road safety or the free flow of traffic in the local area.

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. It is not therefore considered that the works are reasonably capable of being modified to preserve a site of archaeological or historic interest

It is not considered that the works ought to or could reasonably be located elsewhere within the development's permitted limits.

Other construction works

Paragraph 3 of Schedule 17 outlines the grounds for determination for 'other construction works', which in this submission include:

- road vehicle parking area within operational compound;

Possible grounds for refusal of approval

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.

That the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

Appraisal

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.

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.

In terms of ecology, Natural England raises no objections to the proposed works.

It is not considered that the works ought to or could reasonably be located elsewhere within the development's permitted limits.

- Earthworks (ponds, embankments, portal hood covering, retaining walls);

Earthworks (Schedule 17, paragraph 3): West Ruislip Portal hood covering, a section of the West Ruislip Retained Embankment, retaining walls, ecological ponds

Possible grounds for refusal of approval

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.

Appraisal

The applicant submits that the earthworks has been reduced by the careful design of materials, locations and screening to maximise the integration of the works into the local environment. Therefore, it is not considered that the design or external appearance of the works ought to be modified to preserve local environment or amenity.

Officers note that the earthworks relating to the headhouse and tunnel portal are on land already cleared by HS2 Ltd, thus limiting the likely impacts on ecology. Again, it would be more appropriate to provide information to the Council to address the lack of information over the HS2 works.

However, there are two stages to the determination of schedule 17s, (1) is there sufficient evidence that the proposals would likely have an impact (relative to the considerations set out in the Act) and (2) whether the proposals and could and should be modified to avoid the harm.

With regards to the earthworks, the matters for consideration are (1) the impacts on the local environment and local amenity, (2) matters relating traffic and (3) impacts on sites of archaeological or nature conservation value. If it finds that there are adverse concerns, then the Council needs to be able to demonstrate that the earthworks can be reasonably modified.

There are two sets of earthworks of note:

1 - for the tunnel portal, the start of the West Ruislip retained embankment and the retaining walls and

2 - for two ecological ponds.

Local Environment and Local Amenity: With regards to , 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, as set out above, these earthworks have been approved in principle in this location and are necessary to facilitate the transition of HS2 from tunnel to the above ground sections. Consequently, a considerable amount of earthworks will be necessary to achieve this approved part of the scheme.

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. Furthermore, it is noted that the extent of earthworks has altered from the original plans presented to parliament and result in a more appropriate outcome which has reduced impacts on the local environment and local

amenity.

With regards to , the ecological ponds will be located on a golf course and therefore would have a detrimental impact on local amenity. However, the impacts to the course have been considered at length and the Council effectively secured the modification to the scheme through a separate legal agreement; this modification comes in the form of a reconfigured golf course which is the subject of a separate permission. That proposal effectively offsets the harm of HS2, including the ecological ponds.

In terms of traffic, officers are of the opinion that the design of the earthworks (for both and) 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, 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 and nature conservation, the area to be impacted by and is not designated as a site of importance for nature conservation and 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.

In terms of ecology, Natural England raises no objections to the proposed works. Five ecological ponds are proposed in the area to the north of the portal headhouse building. The main function of the ponds is to provide replacement habitat appropriate for great crested newts. The applicant submits that the scale and setting of the ponds has been designed with advice from ecology specialists. The pond volumes range from 85m³ to 800m³, to provide for different habitat environments and activities. Hibernacula will be located on the periphery of the ponds to allow great crested newts to seek refuge.

The proposed wetland habitat to the north of the West Ruislip Portal will reduce adverse ecological impact on the conservation status of the assumed medium population of great crested newts in line with section 7.4.41 of the Environmental Statement (as amended).

The applicant submits that the proposed design will result in no additional areas of land being impacted beyond those outlined in the Environmental Statement (ES) (as amended). Hence, no additional species have the potential to be impacted additionally to those identified within the ES.

However, the applicant has provided no ecological survey work, but as stated above, has indicated that there are no additional impacts beyond those set out in the Environmental Statement. Unfortunately, the Council cannot verify this conclusion. Furthermore, the Council is disappointed by Natural England's failure to engage on the proposals in a meaningful manner.

Nevertheless officers acknowledge that the ecological ponds will provide a valuable habitat in this area and will assist in the long term conservation of important species.

The ponds will also perform some drainage functions and therefore additional capacity has been incorporated into the design of the ponds to enable the temporary storage of water runoff during heavy rainfall events, prior to being slowly released into the Ruislip Golf course drainage system.

The applicants contend that the design has been developed in parallel with the drainage proposals for Ruislip Golf Course to enable a coordinated approach to water management. Furthermore, pond margin planting has been integrated into the areas on the edges of the ponds, which can be flooded at times and still maintain an appropriate habitat function.

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 River Pinn. This work must be undertaken on a strategic basis, and factoring in all the relevant parts of this project and the reconfiguration of Ruislip Golf Course.

In summary, officers are of the opinion that the proposals, although they would have an ecological impact and no information has been presented although alluded to, would not have a detrimental impact on a site of ecological value (i.e. a designated site) or an archaeological area of importance.

Officers also recognise that there are mature trees within the area of the ecological ponds that are shown on plans as being removed but may not need to be. These matters will be dealt with through the landscaping arrangements to be agreed as part of a separate submission. An informative is recommended advising the nominated undertaker to work with the Council to ensure the protection of trees with merit on the existing golf course site.

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

- Sight, noise or dust screens

Possible grounds for refusal of approval - As for 'earthworks' above.

Appraisal

The applicants submit that the noise barriers have been designed to limit visual impact by minimising their height whilst retaining an appropriate acoustic function and incorporating a suitable architectural treatment on the outward facing panels. This is to ensure that their external appearance is sympathetic to the surrounding area and local amenity.

To ensure that operational airborne noise and vibration that will arise from HS2 trains will be reduced to appropriate levels, trackside noise barriers will be installed on both sides for substantial sections of the alignment within the Borough. The design, external appearance and location of noise barriers require approval under Schedule 17 of the HS2 Act. The nearest sensitive receptors are the residential properties on The Greenway, which lies to the South of the Network Rail Chiltern Line.

The barriers will be located parallel to, and approximately 3m either side of the tracks, the close proximity to the noise source (train wheels) ensuring that the acoustic performance of the barriers is maximised. The barrier on the north (golf course) side will be 2.5m in height (from top of rail (ToR)), with the barrier on the south side (bordering the Chiltern Line railway) 5m in height (from ToR), both of which replicate the assumptions in the ES (as amended).

The noise impacts of HS2 in the non tunnelled section proved highly controversial through the Parliamentary determination stage. HS2 will be one of the quickest high speed lines in Europe, with

bespoke trains, operating in a unique capacity. The noise impacts of the trains, particularly as they enter and exit the Northolt Tunnel portal have no precedent. Modelling of the impacts is constrained by the inputs which self evidently are not straight forward for a unique project.

The noise parameters of HS2 have been set through the Environmental Statement and whether officers agree or disagree with these, they are the parameters HS2 must be operated within. The key then is whether or not HS2 does stay within those parameters. Unfortunately, the Council has yet to see any meaningful information relating to the monitoring of noise and the reporting of such information. The accepted parameters are already very high, and in the location of the portal noise barriers (as the trains transition to above ground running) there are some very sensitive noise receptors. Some mitigation (internal noise insulation in properties) has been secured through the Act, but this is predicated on modelled impacts. The actual impacts cannot yet be known but there has to be a mechanism for mitigation, to be linked to actual impacts, not just those modelled. The same approach is relevant to vibration.

A condition is therefore proposed to protect the local environment and local amenity of residents (i.e. the noise impacts of HS2), should the actual noise impacts supersede the presumed impacts. The condition would require the submission of a scheme for the monitoring and reporting of noise and vibration specific to this proposal, prior to the operation of the railway, identifying the type and location of monitoring equipment and the frequency and mechanism for reporting such information to the Council. The scheme shall set out the process for securing additional noise mitigation above and beyond that identified through the HS2 Act and how and when this will be implemented.

It is not considered that these works will have any detrimental impact on road safety or the free flow of traffic in the local area.

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.

It is not considered that the works ought to or could reasonably be located elsewhere within the development's permitted limits.

- fences and walls;

Possible grounds for refusal of approval -

That the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.

Appraisal

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.

- external lighting equipment;

Possible grounds for refusal of approval

That the design of the equipment, with respect to the emission of light, ought to, and could reasonably, be modified to preserve the local environment or local amenity.

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.

Appraisal

The applicants submit that the lighting design for approval in this application has been developed to minimise impacts to local sensitive receptors and preserve local amenity. As Low level lighting (maximum 5 lux) will be maintained during night time operation within the secure compound, for security reasons. CCTV cameras respond better and more rapidly if there is an initial low level of background lighting instead of it coming on from complete. In the event of an intruder entering without authorisation, the entire compound will be lit to 20 lux maximum, in order to support CCTV operations. Therefore, full lighting of the compound will only occur extremely infrequently.

The development forms part of a scheduled work.

It is not considered that the external lighting equipment ought to be modified to preserve local environment or amenity.

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 Paragraphs 2 and 3 of Schedule 17.

Paragraph 2 relates to building works which are defined as 'erection, construction, alteration or extension of any building'.

Paragraph 3 is wider in scope and relates to a number of matters which are the subject of this report including:

- . A road vehicle park
- . Earthworks
- . Sight, noise or dust screens
- . Fences and Walls
- . Artificial lighting equipment

HS2 Ltd's application is recommended for approval by officers but it is further recommended that two specific informatives and two conditions are attached to the approval.

The first proposed condition, which relates to building works and therefore Paragraph 2 of Schedule 17, requires HS2 Ltd, prior to commencement of works on the ground headhouse structure and substation, to submit a scheme for the use of living screens to the Council, or provide suitable justification as to why they are to be omitted.

It is important to note that the Council does not require HS2 Ltd's consent to impose a condition under Paragraph 2 of Schedule 17.

It is equally important for Members to know that they are only able to refuse an application for plans and specifications or to impose a condition on approval on the ground that -

the design or external appearance of the building 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 area or
to preserve a site of archaeological or historic interest or nature conservation value

and is reasonably capable of being modified.

In the body of the report, officers explain why the design ought to be modified. and is reasonably capable of being so modified, to preserve the local environment or local amenity.

The second proposed condition relates to sight, noise or dust screens which fall within the ambit of Paragraph 3 of Schedule 17. This condition will require HS2 Ltd, prior to the operation of the railway, to submit a scheme for the monitoring and reporting of noise and vibration specific to the proposal which must be agreed in writing by the Council.

Once again, HS2 Ltd's consent is not required in order for the Council to impose this condition and furthermore, the statutory grounds which need to be satisfied in order for Members to be able to require such a condition are the same as those set out above.

Officers have set out the justification for the imposition of this condition in the body of the report, having had regard to the necessary legal test.

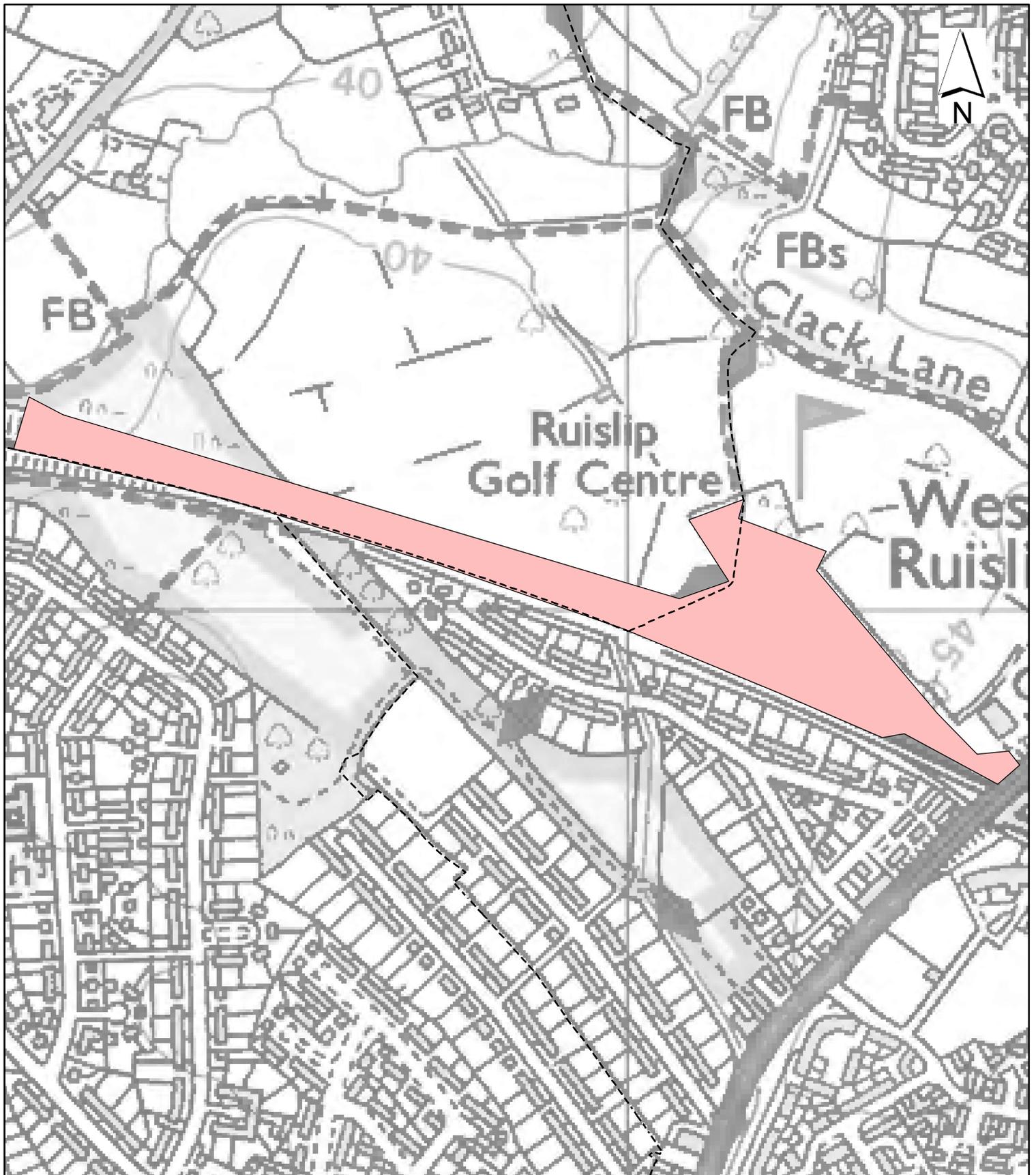
9.0 OTHER ISSUES

None.

10.0 REFERENCE DOCUMENTS

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

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



Notes:

 Site boundary

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Site Address:

**Land N/O Chiltern Mainline,
 E/O River Pinn,
 W/O High Road/Ickenham Road**

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

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

Planning Application Ref:

75317/APP/2019/4141

Scale:

1:5,000

Planning Committee:

HS2

Date:

May 2020



HILLINGDON
 LONDON