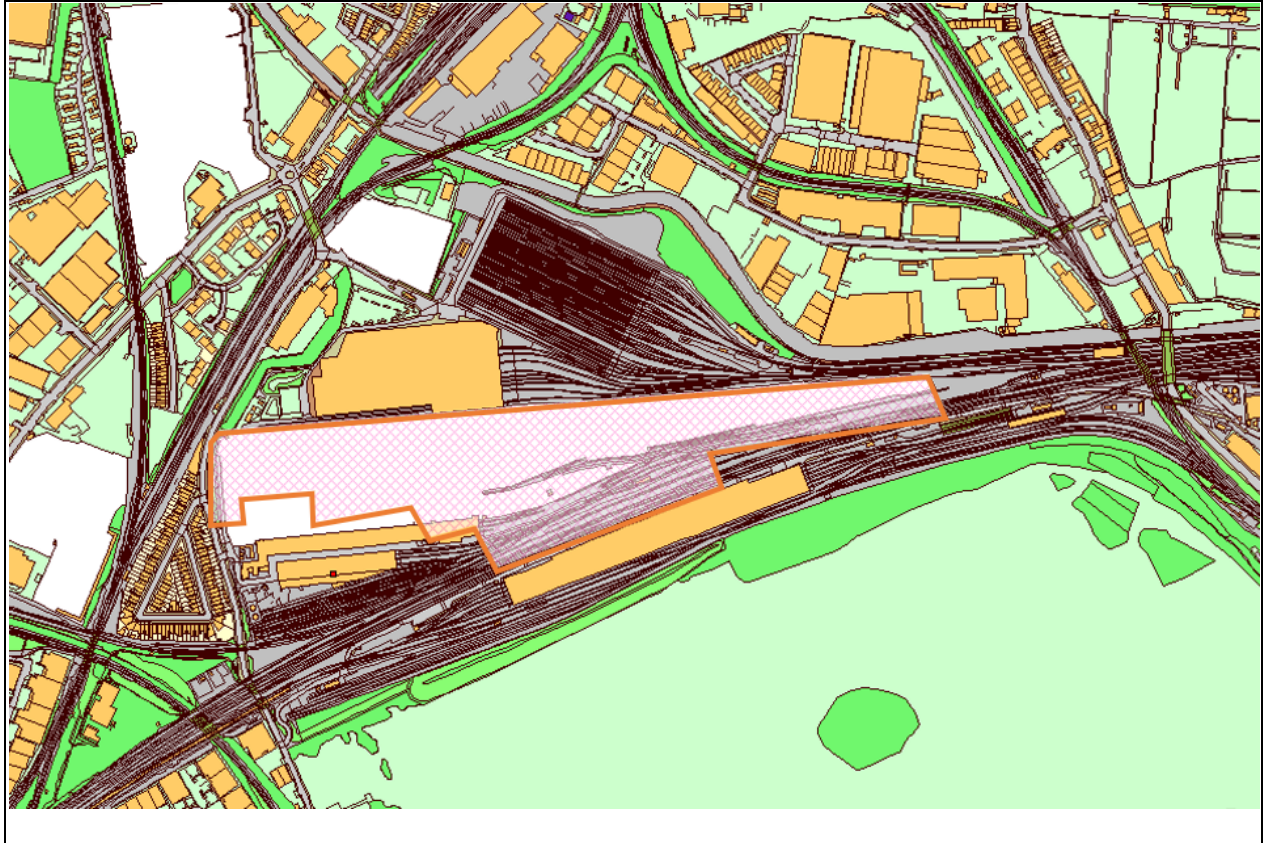


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**Ward:** College Park And Old Oak

**Site Address:**

Old Oak Common Station, Old Oak Common Lane, London  
NW10 6DZ



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**For identification purposes only - do not scale.**

**Reg. No:**  
2022/01251/OPDOBS

**Case Officer:**  
Sinead Winship-David

**Date Valid:**  
03.05.2022

**Conservation Area:**

**Committee Date:**  
07.06.2022

**Applicant:**

Old Oak and Park Royal Development Corporation  
Brent Civic Centre 32 Engineers Way Wembley HA9 0FJ

**Description:**

Consultation by OPDC on 22/0065/HS2OPDC Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 for amendments to ancillary buildings approved as part of Old Oak Common station and associated works (OPDC ref: 20/0012/HS2OPDC) comprising of amendments to headhouses, ventilation structures and the cycle hub.

Drg Nos:

**Application Type:**

Observations to OPDC

**Officer Recommendation:**

The Council raises no objections to the OPDC in relation to this application.

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**LOCAL GOVERNMENT ACT 2000  
LIST OF BACKGROUND PAPERS**

**All Background Papers held by Andrew Marshall (Ext: 4841):**

Application form received: 29th April 2022

Drawing Nos:

**Policy documents:** National Planning Policy Framework (NPPF) (2021)  
The London Plan (2021)  
OPDC - Post Submission Modified Draft Local Plan (2021)

**Consultation Comments:**

**Comments from:**

**Dated:**

**Neighbour Comments:**

**Letters from:**

None received.

**Dated:**

## OFFICER'S REPORT

### 1. BACKGROUND

- 1.1. The London Borough of Hammersmith and Fulham (LBHF) have been consulted on the above s17 application by the Old Oak and Park Royal Development Corporation (OPDC). The Council is consulted on all applications within the Old Oak and Park Royal Opportunity Area (the Opportunity Area) that fall within its borough boundary.
- 1.2. The 2011 Localism Act provided the Mayor with powers to set up Mayoral Development Corporations. The OPDC was established by a Statutory Instrument in January 2015, and was granted planning powers through a further Statutory Instrument in March 2015. The OPDC came into existence on 1 April 2015. On this date the OPDC became the local planning authority for the area, taking on planning functions including plan making powers and determination of planning applications. LBHF remains the highway authority for the area within the borough boundary.
- 1.3. The site is within the Old Oak and Park Royal Opportunity Area which is expected to accommodate at least 25,500 new homes and 65,000 new jobs. Policy H1 of the London Plan sets a ten-year housing target for the OPDC of 13,670 completions.
- 1.4. This application is being brought to Planning and Development Control Committee to give Members the opportunity to consider and endorse comments that officers recommend be submitted to OPDC. This application is made under s17 of the High Speed Rail (London-West Midlands) Act 2017.
- 1.5. Members should be aware that the application is scheduled to be presented to OPDC's Planning Committee meeting for a decision on the 7 July 2022 under reference 22/0065/HS2OPDC.

#### Site & Surroundings

- 1.6. The subject site is approximately 900m long from east to west and is bordered by the Crossrail Depot to the north, further operational railway land to the east, the Great Western Mainline (GWML) tracks and IEP Depot and rail sidings to the south, with Old Oak Common Lane and the Wells House Road residences to the west. The site area is 9.9 hectares.
- 1.7. The proposed Old Oak Common Station will be accessed from Old Oak Common Lane. The site is comprised of operational railway land occupied by the Great Western Railway (GWR) and Heathrow Express (HEX) depots, which have been demolished as part of the HS2 works.
- 1.8. The HS2 route through the administrative area of OPDC will enter LBHF from the Royal Borough of Kensington and Chelsea (RBKC) below Kensal Green Cemetery via the underground twinbore Euston tunnel before crossing under the Grand Union Canal into the OPDC administrative area. The route through the OPDC area will be approximately 4.5km in length. The majority of the route will be below ground with the exception of the HS2 station and associated

infrastructure, known as Old Oak Common station, which is the subject of this Schedule 17 Plans and Specifications submission.

- 1.9. The area directly to the north of the subject site is occupied by the Crossrail Depot and railway sidings. The Grand Union Canal is located to the north of the Crossrail Depot with large commercial and industrial uses on the north side of the canal. Willesden Junction station and residential uses lie further to the north.
- 1.10. To the east of the subject site are further operational railway lands with the open spaces of St Marys.Kensal Green Cemetery and Little Wormwood Scrubs recreation grounds lying beyond to the northeast and southeast respectively. Further residential areas including Kensal Town, Ladbroke Grove and North Kensington lie further to the east. Directly to the south is the Intercity Express Programme (IEP) Depot, beyond which lies Wormwood Scrubs. HM Prison Wormwood Scrubs is located at the south of Wormwood Scrubs, with additional educational, leisure and recreation facilities also present. Residential areas associated with White City and East Acton lie further to the south.
- 1.11. A number of industrial and commercial uses lie to the south-west with the Wider residential areas of West Acton lying further to the west and south-west. Old Oak Common Lane bounds the subject site to the west with the Wells House Road residences lying on the western side of Old Oak Common Lane. Park Royal Industrial Estate lies further west and northwest from the subject site.
- 1.12. The site is located within Flood Risk Zone 1. The St Mary's Kensal Green Cemetery and Little Wormwood Scrubs recreation grounds lying to the northeast and southeast respectively are designated Local Wildlife Sites. St Mary's Cemetery is within the St Mary's conservation with a number of listed structures (Grade II) associated with the cemetery uses. Wormwood Scrubs lies to the south of the subject site which is a Local Wildlife Site with areas within also being designated as a Local Nature Reserve.

## 2. PLANNING HISTORY

- 2.1. The below applications relate to HS2 development at this site and are considered relevant to this application. The applications have been determined by OPDC as the Local Planning Authority, however, LBHF was provided the opportunity to comment on each submission.

20/0011/HS2OPDC – Application under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 relating to works associated with the realignment of Old Oak Common Lane and replacement Great Western Mainline and Central Line bridges. Approved, LBHF raised an objection to the proposal.

20/0057/HS2OPDC – Application under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 for approval of highway routes (conditions relating to road transport) to be used by large goods vehicles associated with the main works stage including main site enabling works, excavation works (main station box), under track crossing works, Stamford Brook Sewer works, piling and diaphragm wall works, installation of tower cranes, conveyor installation, decommissioning works, ground remediation works, satellite site A/B

enabling works, Wycombe line bridge demolition works and all other activities for the purposes and in connection with the scheduled and ancillary works for HS2 at four construction site compounds comprising Old Oak Common Station, Atlas Road, Willesden Euro Terminal and Satellite Sites A/B. Approved.

20/0013/HS2OPDC – Application under Schedule 16 of the High Speed Rail (London - West Midlands) Act 2017 relating to the onsite road layout associated with the new Old Oak Common station. Approved, LBHF did not object but did raise highways concerns.

20/0012/HS2OPDC – Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 relating to above ground works associated with the new Old Oak Common station comprising main concourse, overbridges, stairs, escalators, lifts to conventional rail, conventional rail platforms and canopies, ventilation structures and associated works. Approved.

- 2.2. A further application has been submitted, ref. 22/0064/HS2OPDC, that will also be determined by OPDC's 7 July 2022 committee. The application is made under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 for works associated with the urban realm for the new Old Oak Common station comprising earthworks; wetland area earthworks; retaining walls; bus canopies; fences and walls; bollards; seating; planters; cycle stands; lighting equipment; a DNO substation; hard and soft landscaping; road vehicle parks and onsite road layout. LBHF have been consulted on this application and Officer's recommendations are set out within a separate committee report for Member's consideration at the 7 June 2022 committee (LBHF ref. 2022/01249/OPDOBS).

### **3. PROPOSAL**

- 3.1. The High Speed Rail (London - West Midlands) Act 2017 (the Act) provides powers for the construction and operation of Phase One 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 local planning authority:

- o Construction arrangements (including large goods vehicle routes),
- o Plans and specifications,
- o Bringing into use requests, and
- o Site restoration schemes.

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

*'Work No. 1/1 - A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Cobourg Street, Mornington Street, Granby Terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common*

*and a Crossover Box at Victoria Road'*

*'Work No. 1/15 - A railway (22.77 kilometres in length) partly in tunnel commencing by a junction with Works Nos. 1/1 and 1/16 at a point 40 metres north-east of the junction of Stanhope Street with Granby Terrace passing north westwards and terminating at a point 84 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Line, and including shafts at Salusbury Road, Westgate, Greenpark Way, Mandeville Road and South Ruislip, a station at Old Oak Common and a crossover box at Victoria Road.'*

3.3. The works submitted for approval relate to ancillary buildings within the wider Old Oak Common Station site. These buildings have previously been approved under ref. 20/0012/HS2OPDC which granted s17 consent for the new station. The current application seeks to amend the consented structures as follows:

- Adjustments to the footprint and an increase in the height of the west portal and west core buildings to align with the urban realm design and to provide for flood mitigation;
- Amendments to Approved Ancillary Buildings 13 portal and west core buildings to align with the urban realm design and to provide for flood mitigation;
- Three of the above ground stair pressurisation vents have been incorporated into the design of the west portal building. These are designed as a sunken vent and involve earthworks;
- Changes to the position, size and shape of the western vent shafts to align with the urban realm design;
- Adjustments to the form and design of the east portal and east core buildings, including an increase in height due to flood mitigation to align with the urban realm design;
- Adjustments to the eastern ventilation voids to align with the urban realm design; and
- Redesign of the cycle hub to align with the urban realm design and as plant equipment associated with the station is no longer required to be located within the cycle hub building

3.4. The four headhouse structures – east/west portal and east/west core - are required across the station site, for the operation of the below ground HS2 station. Their location is determined by the below ground station box and tunnels. The headhouse structures serve as firefighter intervention points, escape and evacuation routes and contain the high-speed component of the mechanical and electrical plant (MEP) accommodation. This application seeks amendments to the above ground elements of the structures. Increases to the consented heights of the structures are proposed, ranging from 0.2m to 2.3m. The submission by HS2 advises that the increases in height are necessary to implement flood mitigation to the structures.

3.5. Minor amendments are proposed to ventilation shafts and voids across the site.

These changes primarily relate to the forms of the vents which HS2 advise are necessary to accommodate the on-site road layout and to better compliment the urban realm scheme.

3.6. The cycle hub is to be amended to omit four heat pumps which no longer need to be accommodated externally from the station. The design now allows for a dedicated cycle hub which would provide storage for 350 bicycles.

3.7. The amendments to the ancillary buildings and related earthworks require approval in accordance with paragraphs 2 and 3 of Schedule 17 of the Act.

#### **4. PUBLICITY & CONSULTATION**

4.1. This s17 application was submitted to OPDC who are the Local Planning Authority, and it is their statutory duty to consult on the planning application. However, there is no statutory requirement to undertake public consultation on Schedule 17 applications in the Act. Only Natural England, the Environment Agency and Historic England are required to be consulted, and only where the application relates to issues relevant to those organisations.

4.2. Notwithstanding the above, OPDC have undertaken the following additional consultations:

- Neighbour notification letters sent to 326 properties
- Consultation letters sent to relevant stakeholders (including LBHF, LB Ealing, RBKC, Brent Council, TfL and the GLA) and amenity groups

4.3. LBHF have not received any representations in relation to this application.

#### **5. PLANNING FRAMEWORK**

##### High Speed Rail (London – Midlands) Act 2017

5.1. The High Speed Rail (London – West Midlands) Act 2017 (the 'Act') grants deemed planning permission for the construction of phase one of the High Speed Two (HS2) railway from London to the West Midlands. This deemed planning permission is subject to conditions set out in Schedule 17 ('conditions relating to deemed planning permission') of the Act. As the nominated undertaker for the delivery of HS2, High Speed Two Limited (HS2 Ltd) must apply to local planning authorities for the approval of certain details.

5.2. Paragraph 2 of Schedule 17 requires an application to be submitted for the approval of plans and specifications relating to above ground works. Paragraph 3 requires an application to be submitted for 'other construction works'.

5.3. In accordance with paragraph 2(5) of Schedule 17 of the Act, the relevant planning authority may only refuse to approve plans or specifications on the ground that:

- (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.

5.4. Paragraph 3 (6) of Schedule 17 of the Act states the possible grounds for refusal or approval for the various types of other construction works.

#### Planning Policy

5.5. Planning policies are only relevant to the determination of the application insofar as they relate to the matters prescribed in paragraphs 2 and 3 of Schedule 17.

5.6. The relevant development plan documents for the application site area are:

- London Plan (2021)
- OPDC - Post Submission Modified Draft Local Plan (2021)

## **6. ASSESSMENT**

### **6.1. Urban Design & Heritage**

6.1.1. The proposals contained within the s17 submission, relate to minor changes to a number of ancillary buildings associated with the development of the HS2 station. Following review of these amendments, the details of the proposed changes is considered acceptable and would not raise any additional urban design or heritage considerations.

### **6.2. Highways**

6.2.1. The alterations to the ancillary structures have been informed by the development of the on-site road layout and flood mitigation. LBHF's comments on the on-site road layout are provided under ref. 2022/01249/OPDOBS.

6.2.2. The alterations to the cycle hub involve the removal of plant equipment that can be accommodated elsewhere within the station site. The proposals do not seek to change the cycle storage strategy. As such, LBHF would not raise any additional highways considerations.

## **7. CONCLUSION & RECOMMENDATION**

7.1. Officers recommend that the Council raises no objections to the OPDC in relation to this application.