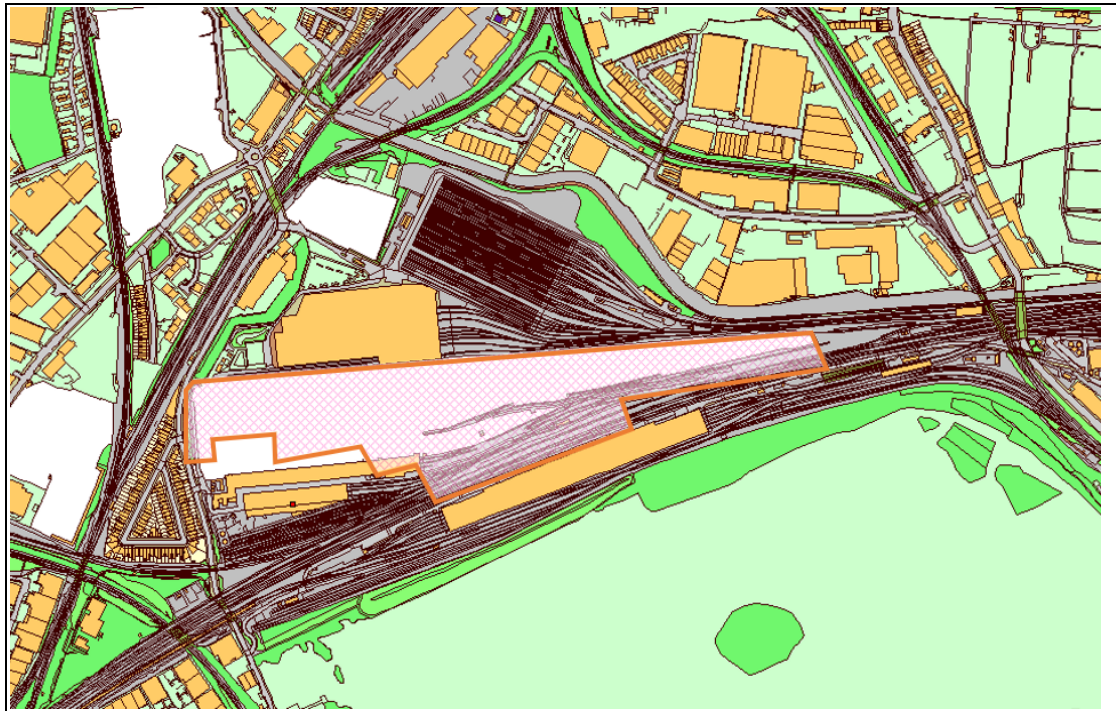


Ward: College Park & Old Oak

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:
2023/01911/OPDOBS

Case Officer:
Sinead Winship-David

Date Valid:
21.07.2023

Conservation Area:

Committee Date:
05.09.2023

Applicant:

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

Description:

Consultation by the OPDC Application under Schedule 17 of the High-Speed Rail (London - West Midlands) Act 2017 for works to enable Old Oak Common Station to serve as a temporary terminus comprising a train crew and catering building, fencing and gates to provide a refuse compound, lighting equipment and road vehicle parks.

Drg Nos: OPDC consultation letter dated 20 July 2023 relating to application ref. 23/0160/HS3OPDC

Application Type:

Observations to OPDC

Officer Recommendation:

The Council raises an objection to the proposed development for the following reason(s):

- 1) The proposed train crew and catering building would be in the area safeguard for a future east/west vehicular/pedestrian bridge (known as Old Oak Bridge). Furthermore, the proposed new building and associated works would be located within the alignment of the proposed east/west Old Oak Bridge. Insufficient details have been provided to demonstrate that alternative locations have been considered for the crew facilities.
- 2) The proposed location of the crew and catering building results in the loss of the proposed cycle hub for 745 cycle parking spaces safeguarded in the previously approved Schedule 17 application (ref. 22/0064/HS2OPDC) and the current proposals do not include the re-provision of the safeguarded 745 cycle parking spaces.

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

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

Application form received: 20th July 2023
Drawing Nos:

Policy documents: National Planning Policy Framework (NPPF) (2021)
The London Plan (2021)
OPDC - Local Plan (2022)

Consultation Comments:

Comments from:

Dated:

Neighbour Comments:

Letters from:

Dated:

None received.

OFFICER'S REPORT

1.0. BACKGROUND

- 1.1. The Council have been consulted by the OPDC on a Schedule 17 application submitted to them by HS2 Ltd, as described above. HS2 Ltd is the nominated undertaker for phase 1 of the High-Speed Rail under the (London – West Midlands) Act 2017.
- 1.2. The OPDC are the local planning authority for the area, but we remain the highway authority for land in the OPDC area that is also within the borough boundary.
- 1.3. This application is being reported to the Planning and Development Control Committee (PADCC) to give Members the opportunity to consider and endorse officers' comments before these are submitted formally to the OPDC.
- 1.4. The OPDC were aiming to report the application (their reference 23/0160/HS2OPDC) to their own planning committee on 7 September 2023, but they have subsequently confirmed that it will not now go to committee until October at the earliest.

Site & Surroundings

- 1.5. The application site is approximately 900m long from east to west and is bordered by the Crossrail Depot to the north (with the Grand Union Canal beyond that), further operational railway land to the east, the Great Western Mainline (GWML) tracks and IEP Depot and rail sidings to the south and Old Oak Common Lane and the Wells House Road residences to the west. The site area is some 9.9 hectares.
- 1.6. The proposed new 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.
- 1.7. 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. Most of the route will be below ground

except for the HS2 station and associated infrastructure, known as Old Oak Common station, which is the subject of this Schedule 17 Plans and Specifications submission.

- 1.8. 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 several 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.

2.0. RELEVANT PLANNING HISTORY

- 20/0011/HS2OPDC (our ref. 2020/03115/OPDOBS) – OPDC granted permission 20 January 2021 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.
- 20/0057/HS2OPDC (our ref. 2022/01183/OPDOBS) – OPDC granted permission 23 June 2020 under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 for 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.
- 20/0013/HS2OPDC – OPDC granted permission 22 May 2020 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.
- 20/0012/HS2OPDC (our ref. 2022/01251/OPDOBS) – OPDC granted permission 22 May 2020 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.
- 22/0065/HS2OPDC (our ref. 2022/01251/OPDOBS) – OPDC granted permission 3 April 2023 under Schedule 17 of the High-Speed Rail (London-West Midlands) Act 2017 for amendments to ancillary buildings previously approved (OPDC ref. 20/0012/HS2OPDC) 22 May 2020 as part of Old Oak Common station and associated, comprising of amendments to headhouses, ventilation structures and the cycle hub.
- 22/0064/HS2OPDC (our ref. 2022/01249/OPDOBS) – OPDC granted permission 11 July 2022 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.

It is noted that we raised objections to this application at that time on the following grounds:

- 1) Highway Impacts: Additional information is required to fully demonstrate that the road layout and associated features can operate safely and to further demonstrate compliance with the London Plan.
 - 2) Urban Design: Insofar as it relates to the connectivity of Old Oak Common Station with the wider area, the design of the urban realm is unacceptable. LBHF strongly recommends that wider links and connectivity to Scrubs Lane, the Grand Union Canal and Wormwood Scrubs are delivered at an early stage of the development programme.
- 23/0161/HS2OPDC - A further application has been submitted to the OPDC under Schedule 17 of the High Speed Rail (London-West Midlands) Act 2017 for a non-material change to planning consent reference 22/0064/HS2OPDC (above) 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'. The non-material changes include amendments to approved general arrangements plans, landscape planting plans, contours and levels plans, cycle space provision and lighting details and the provision of a staff smoking shelter and security booth.

We have also been consulted by the OPDC on these proposals (our ref. 2023/01912/OPDOBS) and officers' suggested response to the OPDC consultation is the subject of a separate report for the committee's consideration on tonight's agenda.

3.0. PROPOSAL

- 3.1 The High-Speed Rail (London - West Midlands) Act 2017 provides powers for the construction and operation of Phase 1 of HS2. HS2 Ltd is the nominated undertaker in relation to the works. Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17, which require the following matters to be approved or agreed by the relevant Local Planning Authority (OPDC in this case).
- 3.2 The current proposals comprise works associated with the provision of crew and catering facilities for the new Old Oak Common Station. The works comprise:
 - Train crew and catering building
 - Fencing and gates to provide a refuse compound
 - Road vehicle parking areas
 - Lighting equipment
- 3.3 A single-storey train crew and catering building is proposed with plant equipment

above. The building is 6.9m in height at its highest, with the single storey element being 4.7m in height. It measures 58.3m in total length. The building is set in 2.2m from the northern boundary on its western side and 1.5m on the eastern side. It is set in 3m from the East Core building to the south.

- 3.4 A turning head is proposed to the east of the proposed building with access provided to 2 HGV loading bays adjacent to the catering facilities. Further parking is proposed to cater for train crew attending the site for emergency cover. This would comprise 2 general spaces and 1 accessible space.

4.0. PUBLICITY & CONSULTATIONS

- 4.1. The planning application has been submitted to OPDC who are the Local Planning Authority.
- 4.2. We have not received any representations from Hammersmith & Fulham residents direct regarding the proposed development.

5.0 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. Paragraphs 2 and 3 of Schedule 17 require an application to be submitted to the local planning authority for the approval of plans and specifications relating to building works and other construction works including, but not limited to, earthworks, fences, and walls.
- 5.3. The grounds that the local planning authority (the OPDC in this case) may consider when determining the request for approval are also prescribed in these paragraphs. For the works involving replacement bridges, earthworks and retaining walls, the OPDC may only refuse to approve plans or specifications on the grounds that:
 - (a) The design or external appearance of the 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. (For earthworks, this is only applicable if the development does not form part of a scheduled work).

- 5.4. The Act also places controls on the HS2 development which sit outside of the Schedule 17 process. For example, works to the public highway require the consent of the local highway authority under Schedule 4 of the Act.

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.

- 5.5. The relevant development plan documents for the application site area are:
- London Plan (2021)
 - OPDC Local Plan (2022)

6.0. ASSESSMENT

Urban Design and Heritage

- 6.1. No objection is raised to the proposal from urban design and heritage officers in terms of the design of the scheme. The proposals are considered acceptable given the temporary nature of the buildings.
- 6.2. In terms of heritage impacts, the proposals are not considered to result in any harm to the setting of any heritage assets.
- 6.3. The only comments upon the current application would be linked to the highway comments below, regarding the wider placemaking ambition to deliver a new pedestrian/cycle link between the site and the Grand Union Canal/Scrubs Lane. The location of the temporary terminus would limit the ability to deliver this link in the short-term, limiting wider accessibility and permeability to the HS2 station by LBHF residents and visitors.

Highways

- 6.4. Old Oak Common Station will be the temporary terminus for HS2's London-Birmingham route, until the section of the route from Old Oak Common Station to Euston Station becomes operational. As a result, the train crew on the route will begin and end their shifts at Old Oak Common Station. So, the train crew facilities are required for the train services to/from Birmingham.
- 6.5. The proposed application comprises the provision of a train crew and catering building, fencing and gates, a refuse compound, vehicle parking areas, and associated lighting equipment.
- 6.6. The proposed train crew and catering building is single storey and would be located at the east of the Old Oak Common Station site, adjacent to the proposed logistics area.
- 6.7. However, the proposed train crew and catering building would be in the area safeguard for a future east/west vehicular/pedestrian bridge (known as Old Oak Bridge). Furthermore, the proposed new building and associated works would be located within the alignment of the proposed east/west Old Oak Bridge. As a

result, the proposal is considered objectionable in principle.

- 6.8. The application details confirm the building has been designed to be easily deconstructed and the site restored. The application details suggest a suitably worded condition can be agreed with the local planning authority to secure a restoration scheme at the appropriate time. However, this approach would be difficult to enforce and therefore isn't supported. Any such provision should be the subject of a s106 agreement.
- 6.9. Insufficient details have been provided to demonstrate that alternative locations have been considered for the crew facilities. The application details suggest it was previously considered to locate the crew and catering facilities inside the station's shared accommodation building. But insufficient evidence of this exercise has been provided with this application.
- 6.10. Two loading bays are proposed for deliveries and refuse collection for the crew and catering building. The bays measure 3.5m x 17m and are sized to accommodate a 16.5m articulated vehicle. The main station Logistics Area is predicted to generate 55 HGV movements per day, and the additional HGV movements associated with the Train Crew and Catering Building is predicted to result in a 13% uplift for the whole time that Old Oak Common functions as a terminal station for HS2 services. In addition, three parking spaces are provided for the train operator (including an accessible space).
- 6.11. A total of 34 cycle parking spaces are provided for crew and catering building staff adjacent to the northern elevation of the proposed building and beneath a glazed canopy projecting 2.1m from the building.
- 6.12. However, the proposed location of the train crew and catering building results in the loss of the proposed cycle hub for 745 cycle parking spaces safeguarded in the previously approved Schedule 17 application (ref. 22/0064/HS2OPDC).

7.0. CONCLUSION

- 7.1. Officers recommend that the Council raises an objection to the proposed development as detailed above in the "Officer Recommendation" section at the front of this report.