



London Borough of Hammersmith & Fulham

COUNCIL

29 JANUARY 2014

PETITIONING HIGH SPEED 2 (HS2) HYBRID BILL

Report of the Leader of the Council: Councillor Nicholas Botterill

Open Report

Classification: For Decision

Key Decision: No

Wards Affected: College Park and Old Oak

Accountable Executive Director:

Nigel Pallace, Executive Director Transport and Technical Services

Report Author:

Tom Cardis, Planning Policy Regeneration

Contact Details:

Tel: 020 8753 3317

E-mail:

thomas.cardis@lbhf.gov.uk.

1. EXECUTIVE SUMMARY

- 1.1 On 25 November 2013, HS2 Ltd submitted a Hybrid Bill to Parliament for Phase 1 of the HS2 Project, running from London Euston to Birmingham. The Bill, once enacted would establish the equivalent of outline planning consent for the proposals that it contains.
- 1.2 In LBHF, the submitted Bill includes proposals for a rail station in the north of the borough. Known as 'Old Oak Common', the station would provide connections from the proposed HS2 Line to London Crossrail and the Great Western Main Line.
- 1.3 The Council supports the principle of a HS2/Crossrail station being located in the north of the borough. However, officers have concerns about HS2 Ltd's proposals contained within the Bill and consider that without changes to the Bill, these concerns would impact on the potential for significant regeneration in the Old Oak area and in the borough as a whole. The Council has the opportunity to overcome these concerns by seeking amendments to the Bill through petitioning against it in the House of Commons and (if necessary) in the House of Lords.

- 1.4 The items proposed for the petition are;
- HS2 to connect the London Overground network to the Old Oak Common HS2/Crossrail station.
 - HS2 to deliver better strategic road connections.
 - Heathrow Express depot relocation removed from North Pole East depot.
 - Early delivery of the Old Oak Common Crossrail station.
 - Removal of compensatory wetland habitat proposed at Wormwood Scrubs.
- 1.5 See Appendix 1 for map showing geographical location for each petitioning point.
- 1.6 The Greater London Authority (GLA) are currently updating the London Plan and the London Borough of Hammersmith and Fulham (LBHF) will follow with an update to the Local Plan to put in place planning policies that will optimise the provision of new homes and jobs in the area and that fully integrate with the HS2 and Crossrail interchange. Incorporation of these 5 petitioning points into the Bill are compatible with proposed changes to the London Plan and Local Plan relating to Old Oak Common.

2. RECOMMENDATIONS

- 2.1 That the Council welcomes and supports the decision to locate the HS2 station in the Old Oak Opportunity Area. The resulting potential for regeneration and growth is huge with substantial benefits not only for local people but London in general.
- 2.2 Despite paragraph 2.1 above that in the judgement of the Council it is expedient for the Council to oppose the High Speed Rail (London - West Midlands) Bill introduced in the Session of Parliament 2013-14.
- 2.3 That the Executive Director Transport and Technical services take all necessary steps to carry the foregoing Resolution into effect, that the Common Seal be affixed to any necessary documents and that confirmation be given that Sharpe Pritchard (Parliamentary Agents) be authorised to sign the Petition of the Council against the Bill.

3. REASONS FOR DECISION

- 3.1. The proposal for Old Oak Common to become a new interchange station for HS2/ Crossrail presents a unique opportunity to harness the added benefit this presents to the borough to regenerate the Old Oak Common area. The proposed changes to the Bill that the borough will be petitioning on aim to ensure HS2 Ltd adequately provides for the impacts of development and to ensure the regeneration aspirations of the borough for Old Oak Common can also be realised. The Bill, once enacted would establish outline planning consent for the proposals that it contains. Therefore it is important that the borough petitions on these key issues to try and incorporate them into the Bill or the opportunity will be lost.

- 3.2. The Council consulted on an Old Oak Vision Document (see background document 1) in June 2013 which presented one possible option for the regeneration of Old Oak. There were over 500 responses and the majority were in support of the principle of regeneration at Old Oak, although concerns were raised regarding the potential impact of development on Wormwood Scrubs and the pressure on the transport network. The GLA are currently updating the London Plan and LBHF will follow with an update to the Local Plan to put in place planning policies that will optimise the provision of new homes and jobs in the area and that fully integrate development with the HS2 and Crossrail interchange. Incorporation of the 5 petitioning points into the Bill are compatible with proposed changes to the London Plan and Local Plan relating to Old Oak Common.

4. INTRODUCTION AND BACKGROUND

- 4.1. On 25 November 2013 the Secretary of State for Transport submitted a Hybrid Bill to Parliament for Phase 1 of the proposed HS2 Line. The Bill is referred to as 'hybrid' because it contains both public and private considerations. The Bill, once enacted would establish outline planning consent for the proposals that it contains. In LBHF, the Bill is of high relevance as it proposes the creation of an HS2/ Crossrail station in the north of the borough, to be known as 'Old Oak Common'. Amongst other things, the Bill also provides the Secretary of State with powers of Compulsory Purchase (including compulsory purchase of Council land) necessary to deliver the proposals, and authorises highways improvements and proposed environmental mitigation.
- 4.2. Officers consider that the HS2 proposals could be a catalyst for regeneration in the north of the borough. In June 2013, the council, in partnership with the GLA, Transport for London (TfL) and the London Boroughs of Ealing and Brent consulted on a 'Vision for Old Oak', which demonstrated that with the right infrastructure and design of the HS2/Crossrail station at Old Oak, regeneration could deliver up to 19,000 homes and up to 90,000 jobs within the Old Oak area. Of this, 14,000 homes and 87,000 jobs were anticipated to be provided within the boundary of Hammersmith and Fulham.
- 4.3. Although going some way towards helping to deliver regeneration at Old Oak, officers are concerned that HS2 Ltd's current proposals for Old Oak Common fall short of meeting the Council's ambitions for transformative regeneration in the area. In order to realise the full opportunity for regeneration at Old Oak, officers believe that the Council should consider petitioning on the following five points:
- HS2 to connect the London Overground network to the Old Oak Common HS2/Crossrail station.
 - HS2 to deliver better strategic road connections.
 - Heathrow Express depot relocation removed from North Pole East depot.
 - Early delivery of the Old Oak Common Crossrail station.

- Removal of compensatory wetland habitat proposed at Wormwood Scrubs.

See Appendix 1 for a map showing geographical location for each petitioning point.

Any petition would need to be lodged in time for a deadline which will be set following the second reading of the Bill in the House of Commons, which is anticipated to occur between March and April 2014.

- 4.4 The funding for the studies and legal fees necessary to petition on the HS2 Bill have been agreed through a Cabinet Member's Decision taken in December 2013 and amount to £99,000. The Council are likely to jointly petition with the Royal Borough of Kensington and Chelsea (RBKC) and the GLA on some of these issues.

5. ITEMS FOR THE PETITION

The main items to be included in the petition and the reason they are required are detailed below. They are also identified on the attached plan at Appendix 1.

5.1. London Overground Connections

- 5.1.1 The London Overground network runs in close proximity to the planned HS2/Crossrail Old Oak Common station. The North London Line runs to the west, connecting Richmond to Willesden Junction and on to Stratford. The West London Line runs to the east and connects Clapham Junction to Willesden Junction.
- 5.1.2 HS2 Ltd's proposals for the planned Old Oak Common station do not currently include connections to the London Overground network.
- 5.1.3 LBHF, along with the London Boroughs of Ealing and Brent, TfL and the GLA commissioned a Gross Value Added (GVA) study looking at various transport scenarios at Old Oak Common. This study shows that connecting the Overground Network at Old Oak Common would allow for an additional 865,000sqm of development in the Old Oak area, which would provide an additional 6,500 homes, 22,000 jobs and generate an additional £10billion GVA to the UK economy, an additional £32m business rates per annum and an additional £5m of council tax per annum.
- 5.1.4 Connecting the London Overground network to Old Oak would also have substantial economic benefits in other parts of the borough. The West London Line has stations at Shepherd's Bush, West Brompton and Imperial Wharf, which correspond to the White City, Earl's Court and South Fulham Riverside regeneration areas respectively. A direct London Overground connection at Old Oak Common would put these locations in contact with a much broader jobs market, allowing for greater employment accessibility for residents and greater employee accessibility for businesses.

- 5.1.5 TfL is currently examining two options to connect the London Overground network to the planned Old Oak Common HS2 station. Their preferred option (Option 8.2) involves some encroachment onto the north west corner of Wormwood Scrubs open space. However, TfL are also examining an alternative option that would not result in any encroachment onto Wormwood Scrubs (Option X). The Council are keen to work with TfL on options that have a minimal impact of Wormwood Scrubs and Option X is therefore the Council's current preferred option. TfL still plan to petition for their preferred option (Option 8.2) and the Council may need to undertake additional work to support the case for Option X. RBKC plan to join any petition that LBHF lodge on this so any costs could be split 50:50 between both Local Authorities. Hounslow and Wandsworth Councils are also strongly supportive of a link to the London Overground. LB Hounslow wishes to see a direct service between Hounslow and Old Oak Common, using an existing freight connection, and will be petitioning on this. LB Wandsworth do not believe that they have a *locus standi* to petition, but officers have said that they would be prepared to offer support, probably in the form of a supporting letter.
- 5.1.6 As regards equality considerations and the impact of this proposal if incorporated into the HS2 Bill it is anticipated that there would be a positive general impact on all groups due the increase in homes, jobs, open space/public realm and social infrastructure that could be provided at Old Oak Common. See 9.1 for more detail regarding the impact of regeneration on each protected characteristic.

If a new overground station was provided at Old Oak Common it would have step free access and be DDA compliant which would have a positive impact on the elderly, disabled users, pregnant women and women with young children. The proposals are not considered of relevance to gender reassignment, marriage and civil partnership, race, religion and sexual orientation.

Although not LBHF's preferred option for the overground connection if TfL's preferred option 8.2 were supported by HS2 it would encroach on Wormwood Scrubs slightly reducing the usable area available that could have a minor negative impact on people in protected characteristics that regularly use this area for recreation.

5.2 Strategic Road Connections

- 5.2.1 The HS2 Bill includes a Transport Assessment which sets out what road improvements HS2 Ltd plan to make in order to facilitate vehicular access to the planned Old Oak Common Station.
- 5.2.2 Officers have been informed of HS2 Ltd's proposed road improvements and have serious concerns that these proposals:
- a) will be insufficient to cater for the demand resulting from the HS2 station; and

b) are so insubstantial that HS2 Ltd's station would use up any free capacity in the surrounding road network and would therefore preclude any development/ regeneration being brought forward in the area.

- 5.2.3 HS2 Ltd's planned road improvements are focussed to the west of the station, with the station itself only accessible to vehicles from Old Oak Common Lane - which is currently heavily congested at peak times. Officers are concerned about the over reliance of this connection and believe that an alternative access should be provided into the station from the east. This could be achieved through the provision of a vehicular bridge over the Grand Union Canal. In addition to relieving pressure on the surrounding network, this bridge would provide a direct connection to 35 hectares of land to the north of the Grand Union Canal, which would dramatically improve the viability of development in this location and help to act as a catalyst for the regeneration of this area.
- 5.2.4 TfL and the GLA also plan to petition for this bridge and have appointed consultants to undertake a cost estimate, which they would be willing to share with LBHF under the proviso that the Council undertakes a land acquisition assessment for the landing of the bridge to the north of the canal. The cost of this assessment could be shared with RBKC, who also plan to petition on this issue. LB Ealing is also concerned that all road access is via Old Oak Lane, so may well support the petition for this bridge.
- 5.2.5 It is not considered that there would be any negative impact for people with a protected characteristic from the proposed strategic road connections if incorporated in the Bill. There would be a general positive impact on people within a protected characteristic as the proposed road connections would make the whole area much more accessible and provide the capacity to enable significant regeneration to proceed which would include new jobs, homes and social infrastructure. See 9.1 for more detail regarding the impact of regeneration on each protected characteristic.

5.3 Heathrow Express Depot Relocation

- 5.3.1 The site of the planned Old Oak Common HS2/Crossrail station is currently occupied by two railway depots – First Great Western and Heathrow Express, which would need to be relocated before any construction works could commence.
- 5.3.2 The First Great Western depot is planned to be relocated to North Pole West depot, which is planned to be used as an Intercity Express Programme Depot in the longer term but could be used in the intervening period to stable First Great Western trains, which are gradually in the process of being phased out.

- 5.3.3 The Department for Transport/ Network Rail plan to relocate the Heathrow Express depot to North Pole East depot and this proposal is included in the HS2 Bill. The depot straddles the boroughs of Hammersmith and Fulham and Kensington and Chelsea and is currently vacant, having being used previously as a depot for Eurostar trains. The depot covers 5.85 hectares in Hammersmith and Fulham and is bounded to the south by the Mitre Bridge Industrial Estate, which covers 1.74 hectares.
- 5.3.4 LBHF and RBKC have been actively encouraging the redevelopment of the depot and adjacent land holdings for mixed use, residential led development. In LBHF, it is unlikely that the Mitre Bridge Industrial estate would come forward for development without the adjacent North Pole East depot. A high level development capacity study estimates that the site could provide over 1,500 homes, which could generate between £600m and £1.1billion of gross development value, generating approximately £5.7m Mayoral CIL receipts, £11m LBHF CIL receipts and £13m New Home Bonus, in addition to Council tax receipts in excess of £1.5m per annum.
- 5.3.5 The relocation of the Heathrow Express depot to the North Pole East depot would prevent this development and value from being generated. As a consequence, the Council plan to petition against the relocation of the Heathrow Express depot to this location.
- 5.3.6 HS2 Ltd, the Department for Transport and Network Rail are considering alternative sites along the Heathrow Express route that the depot could be located to. The Council believe that North Pole East depot presents the most valuable site in terms of development potential and that subject to feasibility, others sites along the Heathrow Express corridor would therefore be more appropriate for relocating the Heathrow Express depot. Officers at LBHF and RBKC plan to build a convincing case regarding the value of releasing the North Pole East depot for redevelopment. This will involve the procurement of a land valuation study for the site. The costs of this study would be divided between LBHF and RBKC, who also plan to petition on this issue.
- 5.3.7 It is not considered that there would be any negative impact for people within a protected characteristic from not relocating the Heathrow Express Depot to the North Pole East Depot but instead developing it for mixed use development. It is anticipated that the increase in predominantly new homes and some jobs would have a general positive impact on all groups. See 9.1 for more detail regarding the impact of regeneration on each protected characteristic.

5.4 Early Delivery of Crossrail Station

5.4.1 The planned Old Oak Common station includes connections to Crossrail and the Great Western Main Line. Under current proposals, the Old Oak Common station would be built as two separate construction projects:

- i) Construction of the HS2 station
- ii) Construction of the Crossrail and Great Western Main Line station.

It is envisaged that both elements of the station would open at the same time, which is programmed to be in 2026.

5.4.2 LBHF wishes to see regeneration at Old Oak in advance of the planned Old Oak Common station and is keen to investigate whether the construction of the Crossrail/Great Western Main Line element of the station could be brought forward in advance of the HS2 station. The early delivery of a Crossrail station would help to kick start regeneration in the Old Oak area, delivering earlier financial benefits such as additional council tax, business rates and New Homes Bonus. It would also help to avoid any risk of delay in the HS2 project holding up the opening of the Old Oak Common station for Crossrail and Great Western Main Line passengers. HS2's Transport Assessments shows that large numbers of passengers will transfer between Crossrail and the Great Western main line at Old Oak Common, which adds weight to the case for an early construction of this station.

5.4.3 TfL is procuring a Regeneration Study for Old Oak Common, which is looking at a number of options for the delivery of transport improvements at Old Oak. LBHF officers are seeking an addendum to this study which would look in greater detail at the ability to deliver Crossrail (and London Overground) connections in advance of HS2. The costs of this study would need to be split between LBHF and RBKC and funding could also be sought from TfL and the GLA.

5.4.4 It is not considered that this proposal would have any negative impact on people within a protected characteristic. It is anticipated that bringing forward the early delivery of crossrail would have a general positive impact on all groups by facilitating new homes, jobs and social infrastructure significantly earlier than currently proposed. See 9.1 for more detail regarding the impact of regeneration on each protected characteristic.

5.5 Removal of compensatory wetland habitat proposed at Wormwood Scrubs

5.5.1 The Environment Statement (ES) for HS2 identifies a significant area of land in the south of Wormwood Scrubs Common as "compensatory wetland habitat creation". The proposal is to use an area of Wormwood Scrubs as mitigation to compensate for significant ecological effects from elsewhere along the HS2 construction corridor. The extent of land required is identified in the attached plan at Appendix 1.

- 5.5.2 The creation of a wetland habitat would result in loss of recreational space at Wormwood Scrubs at one of the most well used sections of the Scrubs adjacent to its two largest car parks. the Council has grave concerns about the identification of this land for wetland habitat creation, which would be likely to take the land out of recreational and leisure use, as well as creating a barrier to accessing other parts of the Scrubs. The Council therefore strongly object to its inclusion in the Bill. The Council consider that there are other locations along the HS2 Line that would be more appropriate locations to offset lost wetland habitat resulting from HS2's proposals that would not result in the substantial loss of recreational space in a well used Common that sits within a densely urban area.
- 5.5.3 Removal of compensatory wetland habitat at Wormwood Scrubs from the HS2 Bill would impact positively on people in protected characteristics who regularly use the Scrubs for recreation. This area of the Scrubs is specifically used by young people who access the sports facilities in this locality. Within a 500m buffer around Wormwood Scrubs we know 24% are under 18 compared 17% in LBHF excluding Wormwood Scrubs hence this high number of younger people could be negatively affected by the compensatory Wetland Area as it may affect accessibility to sports facilities.
- 5.6 Other matters

In addition to the principal issues raised above, the Council is likely to petition on other more detailed matters relating to the HS2 works, particularly during the construction phase. In doing so, the Council may join with other local authorities in presenting cases on common issues of concern.

6. INDICATIVE TIMETABLE

- 6.1 Timescales to progress the Petition process are as follows:
- Appointment of legal representation - November 2013
 - Development of evidence base - December 2013 – January 2014
 - Report to Full Council - 29 January 2014
 - Submission of Petition - Mar- April 2014
 - Representation at House of Commons Committee - June 2014 at the earliest

7. OPTIONS AND ANALYSIS OF OPTIONS

- 7.1 There are two key reasons to Petition against the HS2 Bill and thereby seek to incorporate the five changes proposed in the Recommendations in point 2. The first is the concern established through studies undertaken with TfL that the current mitigation proposals included in the Bill are insufficient to accommodate the number of passengers embarking from

the HS2/Crossrail station at Old Oak Common. Secondly some proposals currently in the Bill would prevent Old Oak from fully realising its regeneration potential and take an area of Wormwood Scrubs out of recreational use. Petitioning for these changes in the HS2 Bill is the only opportunity for the Council to lobby for their inclusion as the Bill. Once enacted it would establish outline planning consent for the proposals that it contains.

8. CONSULTATION

- 8.1 Old Oak Vision Document – London Boroughs of Brent, Ealing and Hammersmith and Fulham in partnership with the Mayor of London and TfL produced a document “Old Oak – A Vision for the Future June 2013” which investigates the potential for regeneration and growth in the area around the proposed Old Oak Common High Speed 2 station. The Vision document has been prepared as a precursor to a proposed Opportunity Area Planning Framework (OAPF) for Old Oak.
- 8.2 Public Consultation on the Vision Document – A 10 week consultation was held from 26 June - 6 September 2013 to which over 500 people responded. The majority were in support of the principle of regeneration at Old Oak, but concerns were raised regarding the impact of development on Wormwood Scrubs and the pressure on the transport network. Responses to the consultation will be used to inform the Local Plan, the Mayor’s London Plan review, and help shape a new Opportunity Area Planning Framework for Old Oak Common.

9. EQUALITY IMPLICATIONS

- 9.1 Equality issues specific to each petitioning point have been considered throughout section 5 - Items for the Petition. A number of petitioning points if incorporated into the HS2 Bill however would facilitate the optimum level of regeneration to take place in Old Oak Common with significant growth in jobs, homes, social infrastructure and new public realm/open space. Based on information from the 2011 Census relating to an area “within 500m of Wormwood Scrubs (WWS)” the effect of regeneration on people in specific protected characteristics have been analysed below;
- Age – The age profile of “within 500m of WWS” broadly mirrors that of the borough apart from under 18 where 24 per cent of the population is under 18 (17 per cent in LBHF) and age 25 – 34 where 19 per cent is aged 25 – 34 (19 per cent in LBHF). The regeneration will deliver a variety of housing including larger family units that will benefit people with children as well as sale, intermediate and rented units that promotes equality between all groups who have differing affordability levels. All new homes will be built to lifetime standards and 10% wheelchair that will benefit residents who develop age related mobility impairment. Provision of new high quality public realm and open space and new social infrastructure schools, health community facilities will positively benefit all age groups.

- Disability - 17 per cent of the residents “within 500m of WWS” have their day to day activities limited a little or a lot due to long term health issues. This is in comparison with 12 percent in the rest of the borough. All new housing should be built to lifetime homes standards, with a minimum of 10% of those units to be wheelchair accessible or easily adaptable for residents that are wheelchair users. This will benefit new residents who may be disabled or develop a disability. Through regeneration all buildings, streets and public spaces should be designed to be inclusive and accessible for all. This is of high relevance to disabled people as it requires consideration of disabled people’s needs at the outset of any new proposals and designs. This will be positive and promote equality of opportunity between disabled and non-disabled people by promoting and requiring equal access.
- Gender reassignment – Regeneration of Old Oak Common is not considered relevant to this protected characteristic. However, people who are protected here may find improvements to housing (lifetime homes), new jobs, public realm/open space and social infrastructure of a small indirect benefit in that they collectively seek to improve the area and make it safer, more attractive, and greener.
- Marriage and Civil Partnership - The regeneration of Old Oak Common is not seeking to provide a service for married people or civil partners, and so is not considered relevant to this protected characteristic.
- Pregnancy and maternity – New housing will provide a range of unit sizes including the provision of family units (3 bedrooms or more) which will benefit women with infants. Through regeneration all buildings, public realm/open space should be designed to be inclusive and accessible for all which will be of relevance to pregnant women and those with small infants, as it seeks to facilitate ease of access in the urban environment and remove physical barriers.
- Race – 52 per cent of people “within 500m of WWS” are from a BME Group compared to 30 per cent in the rest of the borough. The proposed new homes will be open to all race groups and will help to promote equality of opportunity. Regeneration will provide a range of unit sizes including family units (3 bedrooms or more); this will help people of all race groups who need family size units. Proposals for social infrastructure are of relevance to all race groups, with outcomes expected to be positive.
- Religion – The area “within 500m of WWS” profile regarding religion is broadly similar to that in the borough with the exception of the Muslim population which is 20 per cent compared to 9 per cent in LBHF and No Religion at 16% compared to 24% in LBHF. The regeneration proposals will not be wholly relevant to this protected characteristic, however, people who are protected here may find improvements to housing (lifetime homes), community facilities, public realm/open space of a small indirect benefit.
- Sex/Gender – There are more women 53 percent (compared to borough 51 per cent) than men 47 per cent (compared to borough 49 per cent) “within 500m of WWS”. Regeneration will provide a

range of unit sizes including family units (3 bedrooms or more); this will help both men and women. Proposals for social infrastructure are of relevance to men and women with outcomes expected to be positive.

- Sexual Orientation - Regeneration of Old Oak Common is not considered relevant to this protected characteristic. However, people who are protected here may find improvements to housing (lifetime homes), new jobs, public realm/open space and social infrastructure of a small indirect benefit in that they collectively seek to improve the area and make it safer, more attractive, and greener.

The 2011 Census tells us that “within 500m of WWS” 56.6 per cent are in employment compared to 65.7 per cent in LBHF and 62.4 per cent in London. Information is not available to assess the breakdown within protected characteristics regarding employment. The significant growth in jobs facilitated through the regeneration of Old Oak Common should greatly assist in increasing the number of people who are employed and have an indirect positive impact on people in all protected characteristics.

10. LEGAL IMPLICATIONS

- 10.1 There are no legal implications arising from the contents of the report.
- 10.2 Implications completed by Alex Russell, Senior Solicitor (Planning Highways and Licensing), 020 8753 2771.

11. FINANCIAL AND RESOURCES IMPLICATIONS

- 11.1 There is no scope within the TTS department budget to finance the costs of petitioning Parliament as set out in this paper. Therefore a budget virement of £99,000 is requested from corporate reserves. This is the LBHF officer view of the likely costs for LBHF. It takes into account that costs will be shared with RBKC where it is feasible to do so. Approval for this funding linked to the Recommendations at section 2 is dealt with in a separate report “Cabinet Member’s Decision to Finance the Petition – December 2013” available at Appendix 2.
- 11.2 Implications verified/completed by Gary Hannaway Head of Finance (Environment) 020 8753 6071.

12. RISK MANAGEMENT

- 12.1 The additional resources required to represent the Council’s case at the House of Commons committee are not included on either the departmental or corporate risk register.

13. PROCUREMENT AND IT STRATEGY IMPLICATIONS

- 13.1 Solicitors will be appointed by calling-off from the LBLA framework agreement. This is a recognised framework which the Council is able to

use in accordance with Contract Standing Orders. Approval for this funding linked to the Recommendations at section 2 is dealt with in a separate report “Cabinet Member’s Decision to Finance the Petition – December 2013” available at Appendix 2.

- 13.2 Implications completed by Robert Hillman, Procurement Consultant, 020 8753 1538.

LOCAL GOVERNMENT ACT 2000
LIST OF BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
1.	Old Oak A Vision for the Future - June 2013. http://www.london.gov.uk/priorities/planning/publications/park-royal-planning-framework	Tom Cardis	TTCM

LIST OF APPENDICES:

Appendix 1 Map: Old Oak Common and Kensal Canalise Petitioning Points

Appendix 2 Cabinet Member’s Decision to Finance the Petition – December 2013