

DELEGATED DECISION

- Please select each of the categories that enables this application to be determined under delegated powers
 - Criteria 1 to 5 or criteria 7 to 9 must be addressed for all categories of application, except for applications for Certificates of Lawfulness, etc.

APPROVAL RECOMMENDED: GENERAL

Select Option

- | | |
|--|--------------------------|
| 1. No valid planning application objection in the form of a petition of 20 or more signatures, has been received | ☐ |
| 2. Application complies with all relevant planning policies and is acceptable on planning grounds | ☐ |
| 3. There is no Committee resolution for the enforcement action | ☐ |
| 4. There is no effect on listed buildings or their settings | ☐ |
| 5. The site is not in the Green Belt (but see 11 below) | ☐ |

REFUSAL RECOMMENDED: GENERAL

- | | |
|--|--------------------------|
| 6. Application is contrary to relevant planning policies/standards | ☐ |
| 7. No petition of 20 or more signatures has been received | ☐ |
| 8. Application has not been supported independently by a person/s | ☐ |
| 9. The site is not in Green Belt (but see 11 below) | ☐ |

RESIDENTIAL DEVELOPMENT

- | | |
|--|--------------------------|
| 10. Single dwelling or less than 10 dwelling units and/or a site of less than 0.5 ha | ☐ |
| 11. Householder application in the Green Belt | ☐ |

COMMERCIAL, INDUSTRIAL AND RETAIL DEVELOPMENT

- | | |
|--|--------------------------|
| 12. Change of use of retail units on site less than 1 ha or with less than 1000 sq m other than a change involving a loss of A1 uses | ☐ |
| 13. Refusal of change of use from retail class A1 to any other use | ☐ |
| 14. Change of use of industrial units on site less than 1 ha or with less than 1000sq.m. of floor space other than to a retail use. | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 15. Certificate of Lawfulness (for proposed use or Development) | ☐ |
| 16. Certificate of Lawfulness (for existing use or Development) | ☐ |
| 17. Certificate of Appropriate Alternative Development | ☐ |

CERTIFICATE OF LAWFULNESS

- | | |
|---|--------------------------|
| 18. ADVERTISEMENT CONSENT (excluding Hoardings) | ☐ |
| 19. PRIOR APPROVAL APPLICATION | ☐ |
| 20. OUT-OF-BOROUGH OBSERVATIONS | ☐ |
| 21. CIRCULAR 18/84 APPLICATION | ☐ |
| 22. CORPSEWOOD COVENANT APPLICATION | ☐ |
| 23. APPROVAL OF DETAILS | ☐ |
| 24. ANCILLARY PLANNING AGREEMENT (S.106 or S.278) where Heads of Terms have already received Committee approval | ☐ |
| 25. WORKS TO TREES | ☐ |
| 26. OTHER (please specify) | ☐ |

The delegation powers schedule has been checked. Director of Residents Services can determine this application.

Case Officer

Signature:

Date:

A delegated decision is appropriate and the recommendation, conditions/reasons for refusal and informatives are satisfactory.

Team Manager:

Signature:

Date:

The decision notice for this application can be issued.

Director / Member of Senior Management Team:

Signature:

Date:

NONE OF THE ABOVE DATES SHOULD BE USED IN THE PS2 RETURNS TO THE ODPM

Item No. **Report of the Head of Planning, Building Control, Sport & Green Spaces**

Address WEST DRAYTON RAILWAY STATION STATION APPROACH YIEWSLEY

Development: Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of platform 4/5 canopy and escape footbridge

LBH Ref Nos: **31592/APP/2015/3871**

Drawing Nos: Covering Letter (Ref: HIL/7/5/NR)
 Crossrail Schedule 7 Plans and Specifications Written Statement for Information Reference HIL/7/5/NR
 Crossrail Act 2008 Request for approval of Plans and Specifications
 WSN3C-DEL-DRG-VIN-060150 Rev. P01.1
 WSN1C-EAR-DRG-BEN-000311 Rev. P.04
 WSN1C-EAR-DRG-BEN-000300A Rev. A01

Date Plans received : 19/10/2015

Date(s) of Amendment(s):

Date Application Valid: 19/10/2015

1. SUMMARY

The principle of the development has been established under the Crossrail Act 2008, however Schedule 7 requires the Local Planning Authority to approve details in relation to a new canopy for platforms 4/5 and new escape footbridge to platform 5.

These construction arrangements contribute to improving the linkages within London and the overall regeneration objectives of the area in compliance with London Plan (March 2015) Policies, and it is recommended that the Plans and Specification submission for permanent works under Crossrail Act 2008, Schedule 7 be approved.

2. RECOMMENDATION

NO OBJECTION

INFORMATIVES

1

Crossrail are requested to investigate, when they remove the cast iron brackets supporting the existing canopies, whether they can be reused (even for an aesthetic purpose) elsewhere within the station. Where a bracket is of re-usable quality, these should be carefully incorporated into the station building and surrounds during the construction works.

3. CONSIDERATIONS

3.1 Site and Locality

West Drayton Station is located on the western route of the Crossrail Network between Hayes and harlington and Iver Stations. The station building is Locally Listed and consists of a station building, a southern entrance building and four operational platforms.

The main entrance building is situated on Station Approach to the south of the Grand Union Canal, east of the High Street and on the northern side of the railway line. It is

constructed of buff brick with red brick banding and has two tall chimneys and a crown of ironwork at the centre of the roof. The southern entrance to the station is located in Warwick Road and is a two storey brick built structure giving access to a subway which provides stepped access to all platforms. The site is lined to the south by mature trees behind residential properties.

3.2 Proposed Scheme

The Crossrail Act 2008 provides powers for the construction and operation of Crossrail. Schedule 1 of the Act describes the 'scheduled works' that the nominated undertaker will be authorised to carry out.

The Crossrail Act gives deemed planning permission for the proposed works, subject to conditions imposed by Section 10 and Schedule 7 of the Act, which requires plans and specifications for the operations and works and construction arrangements to be approved by the Local Planning Authority. It sets out the items requiring further detailed approval for both permanent works (referred to as 'plans and specification') and temporary works (referred to as construction arrangements).

The permanent works required and submitted within this application are as follows:

1. New Platform 4/5 canopy - The existing platform 4/5 canopy is to be removed and replaced with a new canopy with a gull-wing profile, refined steel supporting beams and constructed from kingspan steel with a powder coated grey roof finish with a white soffit.

The new canopy will be parallel to the railway line and measure approximately 80m in length. It will comprise of two parallel single canopies that join to form a double canopy structure to the east of the existing platform footbridge. The single canopy section along Platform 4 will have a length of 57m, with the double canopy section comprising 10m and the Platform 5 section comprising a length of 13m.

2. New escape footbridge from Platform 5

The proposed new footbridge will be uncovered and erected in the easternmost part of the extended Platform 5 and will be for emergency escape only. It will comprise of a single span Platform 5 to the footpath located along the bank of the Grand Union Canal. The access to and from Platform 5 would comprise two flights of stairs whilst the access serving the Grand Union Canals footpath, due to the change in land level, would have three flights of stairs. The stairs will be constructed with an exposed steel frame and will be approximately 6m above the level of the track.

3.3 Relevant Planning History

31592/APP/2000/2739 West Drayton Railway Station Station Approach Yiewsley

FORECOURT AND ACCESS IMPROVEMENTS COMPRISING NEW BUS SHELTERS, BUS STOPS, CONSTRUCTION OF A CENTRAL ISLAND, NEW FOOTPATHS AND CYCLE LANES

Decision: 25-04-2001 Approved

31592/APP/2012/1737 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Construction Arrangements in respect of handling or re-use of spoil and top soil, storage sites, screening, artificial lighting, suppression of dust and measures to prevent mud on highway. The Construction Arrangements to be associated with the construction of an extension to the southern most rail platform at the existing West Drayton Station rail station.

Decision: 06-09-2012 Approved

31592/APP/2012/1739 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of an extension to the southern most rail platform at the existing West Drayton Station rail station.

Decision: 06-09-2012 Approved

31592/APP/2014/1062 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Construction Arrangements in association with West Drayton Station. The Construction Arrangements to be associated with the construction of new footbridges, retaining wall, foot/cycle path, platform modifications and canopy modifications.

Decision: 20-05-2014 Approved

31592/APP/2014/2542 West Drayton Railway Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of canopies and a retaining wall at West Drayton Station.

Decision: 26-11-2014 Approved

31592/APP/2015/186 West Drayton Station Station Approach Yiewsley

Application under Schedule 7 of the Crossrail Act 2008 for the approval of Plans and Specifications associated with the construction of a new footbridge with stairs and lift shafts to platforms 2/3 and 4/5; construction of a new station extension, covered walkway and footbridge; new entrance canopy; lift shaft; extensions to platforms 2/3 and 4/5 including new platform lighting and installation of new station lighting and associated minor works.

Decision: 24-03-2015 Approved

Comment on Planning History

There have been a number of submissions under the Crossrail Act for associated works, which are listed above.

4. Advertisement and Site Notice

4.1 Advertisement Expiry Date:- Not applicable

4.2 Site Notice Expiry Date:- Not applicable

5. Comments on Public Consult

41 residents were notified of the application and 1 response received to this consultation which raised the following concern:

- Design of the bridge could attract undesirables to hide behind.

EXTERNAL CONSULTEES

GLAAS

No comments to make on the application.

NATS

No safeguarding objection to the application.

INTERNAL CONSULTEES

CONSERVATION

West Drayton Railway Station is one of the original stations on the line, and was the first

to be built after Paddington. Whilst not the original station, it is nevertheless a handsome Victorian station, circa 1880s, retaining its original ticket hall and rear entrance building, a number of island platforms, platform buildings and a tunnel access under the line. It is included on the Council's Local List.

Whilst there are no objections in principle to new canopies or the escape stair, we would wish to see the canopies adjacent to the historic platform buildings ideally, incorporating elements such as the brackets and supports from the original canopies that were recently agreed for removal from these buildings. This was discussed/noted in the last committee report on this matter considered earlier this year.

The escape stair should be clad in a visually permeable sheet, or with a more opening design to its balustrades, to lessen its visual impact and also allow users to be seen and to see others on the bridge as a safety measure.

OFFICER COMMENTS: Commentary on these comments is provided in the relevant section of this report.

STREET WORKS TEAM

From a Highways point of view I have no objections to the proposals as all works are mainly on private and their own land, however I think it would be advantageous to share this with David Knowles for his information should he wish to add any comments.

TREES AND LANDSCAPE

LANDSCAPE CHARACTER/CONTEXT:

Site description:

The site is occupied by West Drayton Station, situated to the south of the Grand Union Canal, at the east end of Station Approach.

Landscape Planning designations:

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.

Landscape constraints/opportunities:

Adopted Local Plan, Policy BE1 seeks high quality design of the built and external environment.

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

PROPOSAL:

The proposal is an Application under Schedule 7 of the Crossrail Act 2008 for approval of Plans and Specifications associated with the construction of platform 4/5 canopy and escape footbridge.

LANDSCAPE CONSIDERATIONS:

- No trees or other landscape features of merit will be affected by the proposal.
- It is understood that local environmental improvements, including the enhancement of the station forecourt, will follow as part of the Crossrail programme.

RECOMMENDATIONS: No objection and, in this case, no need for landscape conditions.

EPU

No adverse comments to make on the application.

6. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.T2	(2012) Public Transport Interchanges

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
BE13	New development must harmonise with the existing street scene.
BE8	Planning applications for alteration or extension of listed buildings
LPP 2.8	(2015) Outer London: Transport
LPP 5.3	(2015) Sustainable design and construction
LPP 6.2	(2015) Providing public transport capacity and safeguarding land for transport
LPP 6.4	(2015) Enhancing London's Transport Connectivity
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
NPPF1	NPPF - Delivering sustainable development
NPPF4	NPPF - Promoting sustainable transport
NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
R16	Accessibility for elderly people, people with disabilities, women and children

In addition:

7. MAIN PLANNING ISSUES

7.1 Impact on the amenities of the occupiers of neighbouring residential properties

In terms of the impact of the proposal on neighbouring residents, the design, scale and siting of the footbridge and canopy proposed, are not considered to have a detrimental

impact on the amenities of the surrounding occupiers.

7.2 Impact on Street Scene

Given the proposed location of the replacement canopies and escape footbridge, and their acceptable design, size, scale and siting, the scheme is not considered to have a detrimental impact on the character and appearance of the surrounding street scene.

7.3 Traffic Impact/Pedestrian Safety

The proposed additions are not considered to have any detrimental impact on the surrounding highway network.

7.4 Carparking & Layout

The layout and car parking for the station will not be affected by the proposal.

7.5 Urban Design, Access and Security Considerations

Policy BE8 states that applications for planning permission to alter or extend statutory listed buildings or buildings on the local list will normally only be permitted if no damage is caused to historic structures. Any additions should be in keeping with other parts of the building and any new external or internal features should harmonise with their surroundings.

This application seeks to remove and install a new canopy above Platform 4/5. The removal of the canopy above this platform was considered also within application 31592/APP/2014/2542. The removal of the roof and canopies was required for these platforms as a result of the canopy cutback required around Platform 5 to create clearance from the Overhead Line Electrification (OLE) and from removing the toilet block.

The new canopy will be constructed from kingspan steel and its location will mean that it is sited adjacent to the locally listed station, in order to provide a dry route for passengers. Whilst the comments of the Conservation Officer are noted in respect of the canopies design and incorporating brackets and supports from the original canopies, it is difficult for these to be included as they are in a poor condition, with many broken in sections. Further as they are made from cast iron, they are not suitable for re-use in a structural capacity to the canopies. It has been suggested that a number of the brackets could be retained and re-positioned for aesthetic purposes. This is encouraged and an informative is recommended on any decision, to ensure that, where salvageable, the brackets are kept and re-used within the station building.

The technical requirements of the Crossrail alterations are acknowledged and appreciated, and the Council are satisfied that where possible, the brackets will be reused for aesthetic purposes to try and ensure that the historic character and features of the station are maintained.

The proposed escape footbridge is a secondary, emergency stair, located 270m from the main station building. Given its function and location, it is not considered that the design of this needs to be altered and overall, it is considered to be of a design and scale commensurate with the surrounding development.

Overall, the proposed additions are not considered to have a detrimental impact on the character, appearance and setting of the locally listed building or surrounding area.

The Access Officer, has been a key party to all discussions relating to this development, and therefore no objection is raised in regards to access.

7.6 Other Issues

PRINCIPLE OF DEVELOPMENT

The Crossrail Act 2008 granted the principle of a cross route railway and gives deemed planning permission for the proposed works, subject to conditions imposed by Section 10 and Schedule 7 of the Act, which requires plans and specifications for the operations and works to be approved by the Local Planning Authority.

The extent of the deemed planning permission is determined by works covered by Schedules 1 and 2 of the Act and by the limits set out in the deposited Parliamentary approved plans. The Act also provides for the scheduled works to be constructed on land within the lateral limits of deviation (LoD) shown on the deposited plans and sections and provides for an upward limit of deviation.

Schedule 7 to the Act defines the detailed planning regime which applies to the Local Planning Authority (LPA) affected by works to construct and operate Crossrail. It sets out the items requiring further detailed approval for both permanent works and construction arrangements. It also sets out the grounds in which the LPA can impose conditions. Schedule 7 is a completely separate regime to that of the Town and Country Planning Act in terms of submission details and content. Furthermore, Schedule 7 sets out the matters or operations or works that require further detailed approval from the LPA for both permanent and temporary works. In terms of this application, these relate to the following:

Operations or Works for Approval:

- Construction Works
- Minor Construction Works
- Fences & Walls
- Artificial Lighting
- Waste & Spoil Disposal
- Borrow Pits

Applications made under the Crossrail Act 2008 are different from planning applications made under the Town and Country Planning Act as they have received deemed approval through Royal Assent, subject to certain details for Local Planning Authority's approval. Thus, Local Planning Authority's powers in deciding applications made the Schedules are limited by the provisions of the Act. The Council signed up to become a 'Qualifying Authority' to have powers to consent to a wider range of detailed matters made under Schedule 7 (Planning Conditions Schedule) of the Act.

A Qualifying Authority may refuse to approve an application for 'reserved' matters as well as details of conditions that can be imposed upon applications recommended for approval, subject to the conditions set out under Schedule 7 of the Act. A Qualifying Authority can only refuse or impose conditions on a schedule 7 application on the basis of grounds specified in the schedule, which is;

'that arrangements ought to be modified to preserve the local environment or local amenity or to reduce the prejudicial effects on road safety or on the free flow of traffic in the local area and are reasonably capable of being modified'.

The Environmental Statement (ES) deposited with the Crossrail Bill identifies the likely significant effects that will arise from the construction and operation of Crossrail, and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. It serves as the Environmental Impact Assessment of the project and has been updated through the passage of the Bill in the Houses of Parliaments. The Crossrail Act made provisions that all applications cannot exceed the impacts assessed by the ES. It is the intention of the Secretary of State to carry out the project so that its impacts are as

assessed in the ES.

8. Reference Documents

Crossrail Act 2008

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (March 2015)

National Planning Policy Framework

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