

London Borough of Hillingdon

Planning

Civic Centre

High Street

Uxbridge

UB8 1UW

For the attention of: Mr Michael Briginshaw

Our Ref: 1MC04-SCJ_SDH-IN-TEM-SS05_SL07-000011

Planning Portal Ref: [ref]

[date]

Dear Michael,

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017

LONDON BOROUGH OF HILLINGDON

Gatemead Embankment – Approval of details subject to second phase of approval pursuant to application ref: 72870/APP/2022/2692

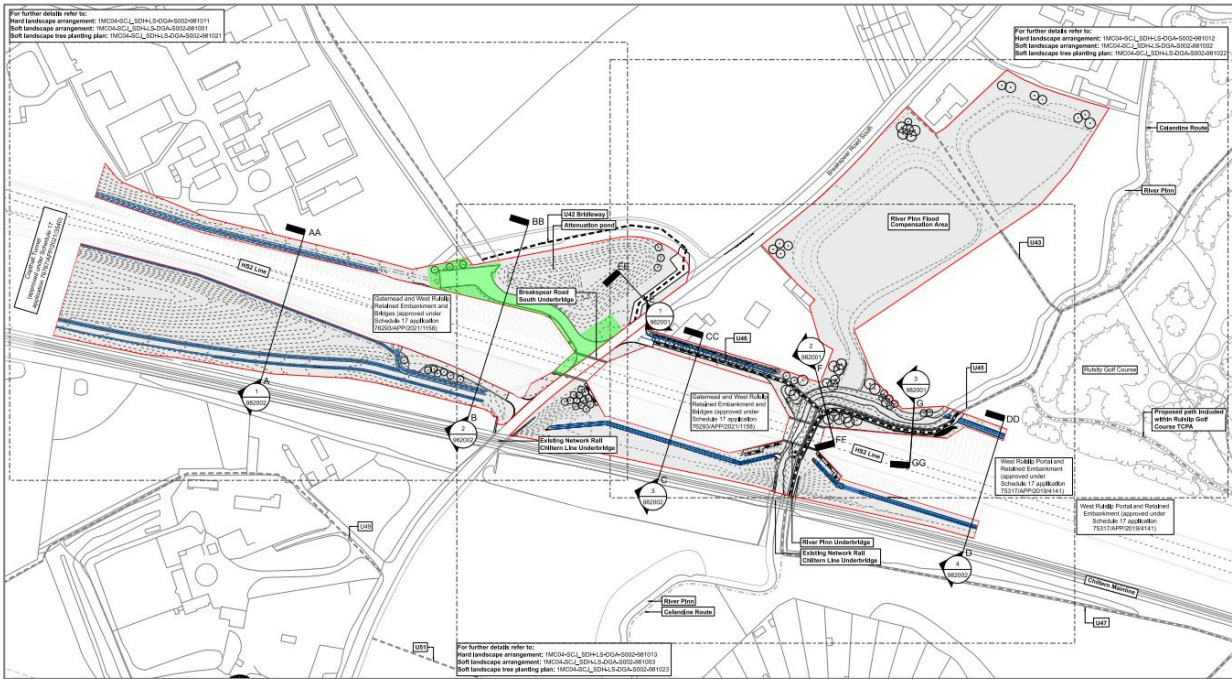
We submit herewith a request for the approval of details subject to second phase of approval pursuant to application ref: 72870/APP/2022/2692 (approved Plans & Specifications for the River Pinn realignment, River Pinn flood compensation area, other River Pinn associated works, Gatemead Embankment attenuation pond and associated access with parking, under paragraphs 3, 7 and 8 of Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017 ('the Act')).

The submission comprises the following documents:

- Location Plan: 1MC04-SCJ_SDH-LS-DGA-S002-981505
- Hard landscape and earthwork arrangement plans: 1MC04-SCJ_SDH-LS-DGA-S002-981511
- Earthworks section: 1MC04-SCJ_SDH-LS-DSE-S002-982502

Background

The above-referenced application was approved by the London Borough of Hillingdon on 31/08/2022, with the access arrangement to the Gatemead Embankment attenuation pond outlined as an 'area subject to second phase of approval' (see Figure 1). This submission seeks the 'second phase of approval'; i.e. this submission includes alternative design details for approval in the area highlighted green in Figure 1 below.



Area subject to second phase of approval

Figure 1 - Extract from 1MC04-SCJ_SDH-LS-DGA-S002-981006, application document submitted in support of 72870/APP/2022/2692

The table below sets out the elements for approval under this application:

Schedule 17, Part 1	Details
Road vehicle park (paragraph 3)	Gatemead Embankment attenuation pond road vehicle parking area
Fences (paragraph 3)	Boundary fencing and gates to Gatemead attenuation pond (location only)

Design update

Pedestrian and vehicular access arrangements

In the original application (ref: 72870/APP/2022/2692), it was proposed that vehicular access to the Gatemead Embankment attenuation pond would be gained from Breakspear Road South via the creation of a new HS2 access road. The intention was for this to fall within the attenuation pond asset boundary and fence line; and that the vehicular access road would be solely for the purpose of HS2 maintenance activities.

As there is an existing access road from Breakspear Road South in close proximity to the Gatemead Embankment attenuation pond, LB Hillingdon Planning Officers questioned whether this could be used for HS2 maintenance access purposes, during pre-application consultation. The existing access road leads to the former Merck Sharpe Dohme (MSD) site, and does not fall within the ownership of HS2 Ltd. Therefore, there were challenges in progressing an arrangement that makes use of the existing access road; this is why the access arrangements for the application were left for a 'second phase of approval' to allow for discussions on land access agreements to take place between HS2 and the landowner.

Since the submission of the original application, an appropriate land agreement has been reached between HS2 and the relevant landowner. As such, the vehicular access arrangements have been re-designed accordingly. HS2 maintenance access will be gained to the Gatemead Embankment attenuation pond from Breakspear Road South via the existing access road; a new entrance from this access road to the attenuation pond compound is proposed with double-leaf vehicle gates. A road vehicle parking area is proposed adjacent to the attenuation pond, designed with appropriate turning circles for the vehicles intended to access this area. A pedestrian access route is proposed from the vehicle parking area to Bridleway U42 to allow for maintenance personnel to access other HS2 assets including Breakspear Road South Underbridge, and to cross over Breakspear Road South to the HS2 West Ruislip Retained Embankment. The pedestrian access route will be surfaced in gravel.

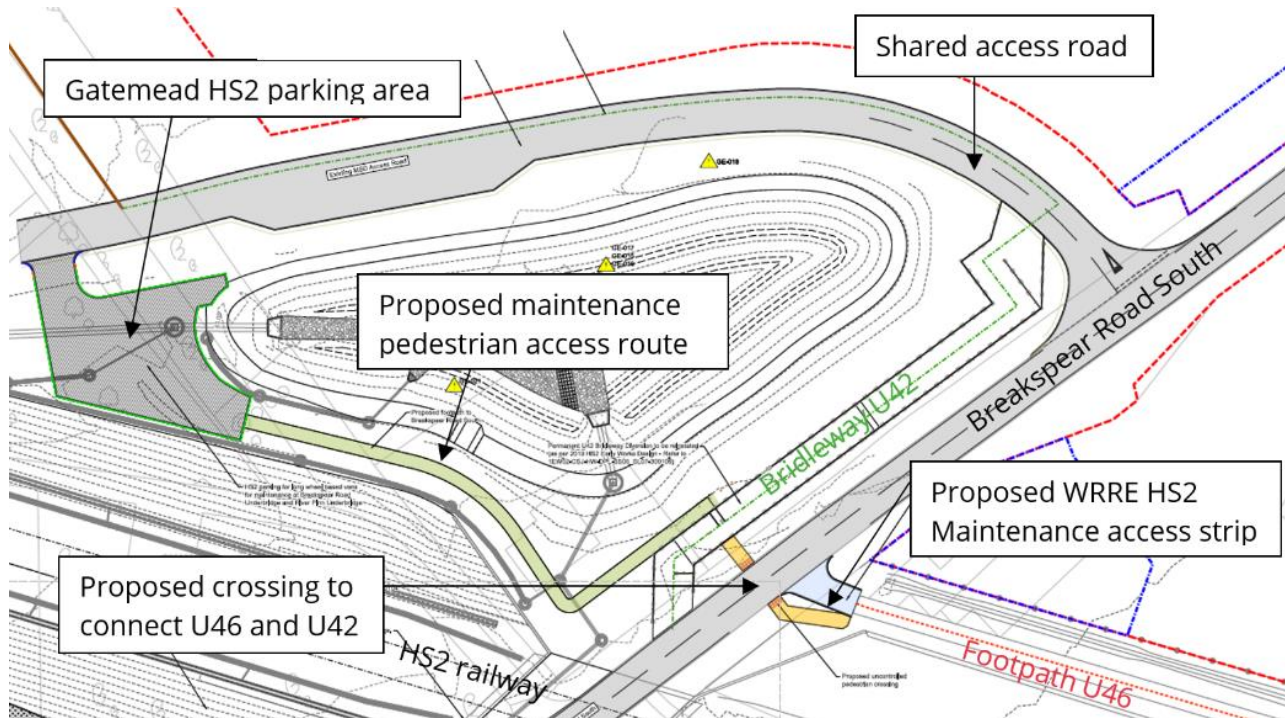


Figure 2 - Proposed vehicular and pedestrian access arrangements for approval

Pedestrian crossing facility

In response to comments raised by London Borough of Hillingdon Highways Officers on the Road Safety Audit Report covering changes to Breakspear Road South, it was agreed to include a pedestrian crossing facility. This is in order to provide adequate visibility for users crossing Breakspear Road South as well as a paved path, dropped kerbs and tactile paving. The proposed pedestrian crossing facility will provide a new permanent connection between Bridleway U42 and Footpath U46 that is not in place at present. The crossing point will also be used by any maintenance operatives accessing the West Ruislip Retained Embankment (WRRE) from the Gatemead HS2 parking area.

Given that equestrian and cycle users are also permitted to use Bridleway U42 but not to use Footpath U46, the proposed design includes a connection between Bridleway U42 and Breakspear Road South for entry and exit to and from the Public Rights of Way (PRoW) network for these users.

Landscape planting

The reduction in hard surfacing proposed from the removal of the dedicated HS2 access road, means that there is a proposed increase in dry grassland planting on either side of the proposed pedestrian maintenance access route. There are no other proposed changes to the landscape planting design. Landscape design details are provided for information as part of the indicative mitigation scheme.

Gates

The proposed vehicular gate from the existing access road will be a timber double field gate, which will be 5.5m wide and maximum 2.1m high. This gate will connect into the proposed timber fence, which will encircle the attenuation pond compound and is 1.3m high (as approved within 72870/APP/2022/2692).

The proposed pedestrian gate to the south of the pedestrian maintenance access route will be a timber gate, 2.1m wide and 1.9m wide. Again, this will connect into the fencing around the attenuation pond compound.

Conclusion

The alterations to the access arrangements for Gatemead Attenuation Pond, as outlined above, have fully addressed the issue of combining vehicular access for HS2 maintenance purposes with the existing access from Breakspear Road South.

Contact

This application, submitted by SCS Railways on behalf of the nominated undertaker, lies within the area designated for consultation under the High Speed Two Phase One London to the West Midlands Safeguarding Directions issued by the Secretary of State for Transport on 16 August 2018. The application need not be referred to High Speed Two Ltd. for consultation for the purpose of the Directions. Should you have a query or require further guidance on safeguarding, please do not hesitate to contact the Safeguarding Planning Manager by email at: town.planning@hs2.org.uk or by post at: The Safeguarding Planning Manager, High Speed Two (HS2) Limited, Two Snowhill Snow Hill Queensway Birmingham, B4 6GA.

A Service Level Agreement is in place between London Borough of Hillingdon and HS2 Ltd. Therefore, no fees are payable as a result of this application.

We trust the above gives you sufficient information to determine the request for approval. Should you have any queries, do not hesitate to contact Laura Mellon (laura.mellon@scsrailways.co.uk).

Yours sincerely,

Joyce Tang
HS2 Town Planning Manager