



**High Speed Rail (London – West Midlands)  
Act 2017**

HS2 Ltd

London Borough of Hillingdon

**West Ruislip Portal Ickenham Access Road**

Schedule 17 Plans and Specifications Written  
Statement for Information

LBH.PS.10027

# Contents

<b>1</b>	<b>Introduction</b>	<b>5</b>
1.1	Background Information	5
1.2	Terms of Reference	5
1.3	Introduction to High Speed 2	5
1.4	High Speed Rail (London – West Midlands) Act 2017	6
1.5	High Speed Two: Code of Construction Practice	7
1.6	Schedule 17 Statutory Guidance	7
1.7	Structure of Written Statement	7
<b>2</b>	<b>Site Location and Characteristics</b>	<b>9</b>
2.1	Site Location	9
2.2	Adjacent Land Uses	9
2.3	Environmental Characteristics	10
2.4	Heritage Characteristics	12
2.5	Surrounding Highway Network	15
<b>3</b>	<b>Description of the Works</b>	<b>16</b>
3.1	Introduction	16
3.2	Works for Approval	16
3.3	Other Related Works	17
3.4	Indicative Mitigation	17
3.5	Construction Method	18
3.6	Historic Environment	19
3.7	Environmental Management during Construction	20
<b>4</b>	<b>Design Approach and Rationale</b>	<b>20</b>
4.1	Design Constraints	20
<b>5</b>	<b>Grounds for determination</b>	<b>22</b>
5.1	Grounds for determination	22
<b>6</b>	<b>Pre-submission Consultation</b>	<b>25</b>
<b>7</b>	<b>Construction Programme</b>	<b>27</b>
<b>8</b>	<b>Other Consents</b>	<b>28</b>

## List of Tables

Table 1: Schedule 17 Address Details and Description of Works	5
Table 2: Schedule 17 Plans and Specifications Submission Details	7
Table 3: Indicative Mitigation Plans	18
Table 4: Pre-submission Consultation with LPA and Statutory Consultees	25
Table 5: Construction programme	27
Table 6: Other related consents	28

## List of Figures

Figure 1: Site (outlined in red) in relation to surrounding environment.	9
Figure 2: Site in relation to adjacent use	10
Figure 3: Environmental designations within a 4km radius	11
Figure 4: Scheduled monuments in the surrounding area.	14
Figure 5: Listed buildings around the application boundary	14
Figure 6: Local Highway Network	15

## Abbreviations and definitions

CDE – Common Design Element; a structure or part of a structure comprising common design parameters that would be adopted at multiple locations on the Phase 1 route.

CFA – Community Forum Area

CoCP – Code of Construction Practice

CSjv – Costain Skanska joint venture

EA – Environment Agency

ES – Environmental Statement (as amended)

EMR – Environmental Minimum Requirements

EWC – Early Works Contractor

GLAAS – Greater London Archaeology Advisory Service

GWSI: HERDS – Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy

HE – Historic England

HS2 – High Speed 2 Ltd.

LB Hillingdon – London Borough of Hillingdon

LLAU – Limits of Land to be Acquired or Used

LOD – Limits of Deviation

LPA – Local Planning Authority

LS-WI – Local Scheme of Written Investigation

MWCC – Main Works Civils Contractor

NE – Natural England

SCS – Skanska Costain Strabag joint venture

S<sub>1</sub> – HS<sub>2</sub> Area South Lot 1 - Euston Tunnels and Approaches; extending from Euston Station to Old Oak Common (exclusive).

S<sub>2</sub> – HS<sub>2</sub> Area South Lot 2 - Northolt Tunnels; extending from Old Oak Common to Harvil Road (exclusive).

# 1 Introduction

## 1.1 Background Information

Site	Details
Scheme	High Speed 2
Applicant	High Speed Two (HS2) Limited
Applicant Address	c/o Agent: SCS Railways Joint Venture (SCS) Braitrim House 98 Victoria Road London NW10 6NB
Site Address	Ickenham Road (B466), north-western side, approximately 150m north of West Ruislip Station (opposite Station Parade).
Description	Application under Schedule 17 of the High Speed Rail (London-West Midlands) Act for works relating to the shared Ickenham Access Road comprising of safety bollards, earthworks and a timber boom gate.

Table 1: Schedule 17 Address Details and Description of Works

## 1.2 Terms of Reference

- 1.2.1 This written statement is compiled in accordance with the HS2 Planning Memorandum and Planning Forum Notes as required by the planning regime established under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017.
- 1.2.2 This statement provides the London Borough of Hillingdon with information to assist with the determination of the Plans and Specifications submission under Schedule 17 in relation to the above description of works.
- 1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.

## 1.3 Introduction to High Speed 2

- 1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits to inter-urban rail travellers through increased capacity and improved

connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.

1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143) miles.

1.3.3 For further information on HS2 and the route through the London Borough of Hillingdon please refer to the Planning Context Report for the London Borough of Hillingdon, deposited with the Council by HS2 Ltd.

## **1.4 High Speed Rail (London – West Midlands) Act 2017**

1.4.1 The High Speed Rail (London – West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission.

1.4.2 Section 20 of the Act grants deemed planning permission for the works authorised by it subject to the conditions set out by Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.

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

1.4.3 This is therefore a different planning regime to that which usually applies in England and Wales (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.

1.4.4 Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

1.4.5 The Written Statement includes information supporting the Plans and Specifications submission in relation to the matters outlined in Table 2 below.

Site	Details
Ickenham Access Road	<ul style="list-style-type: none"> <li>Safety bollards</li> <li>Earthworks, including hard surfacing and a drainage ditch</li> <li>Timber boom gate</li> </ul>

Table 2: Schedule 17 Plans and Specifications Submission Details

1.4.6 The works to which this application relates, and the cumulative impact of the works in conjunction with other HS2 development, have been assessed and are compliant with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles<sup>1</sup>.

## 1.5 High Speed Two: Code of Construction Practice

1.5.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the High Speed Two Code of Construction Practice (CoCP).

1.5.2 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the Code of Construction Practice, and with the Class Approval issued by the Secretary of State (March 2017)<sup>2</sup>.

## 1.6 Schedule 17 Statutory Guidance

1.6.1 The Schedule 17 Statutory Guidance issued by the Secretary of State (updated 20 November 2023) 4 provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 20 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify controls already in place such as the Environmental Minimum Requirements, other controls in the Act such as those under Schedule 4 or 33, or existing legislation.

## 1.7 Structure of Written Statement

1.7.1 This Written Statement is structured as follows:

- A description of the location and main characteristics of the area in which the works

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<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/618074/General\\_principles.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf)

<sup>2</sup> <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-act-2017-class-approval>

will be carried out is provided in Section 2;

- Section 3 describes the main works being undertaken in the area, as set out in Schedule 1 of the Act, and those that are the subject of this Schedule 17 Plans and Specifications submission;
- The design approach and rationale for the works which are the subject of this Schedule 17 Plans and Specifications submission are described in Section 4;
- Section 5 summarises the pre-submission consultations that were undertaken, including a list of the consultees, dates, attendees at meetings and a brief summary of the outcome of these discussions;
- A high-level programme for the works and how they fit into the wider programme for other works in the area, as set out in Schedule 1 of the Act, is provided in Section 6; and
- Section 7 identifies any other main consents, or known forthcoming consents associated with the works.

## 2 Site Location and Characteristics

### 2.1 Site Location

2.1.1 The site is located within the London Borough of Hillingdon (LBH) and is bounded by the Network Rail Chiltern Main Line to the south and directly west of Ickenham Road (Refer to Figure 1 below). Within the wider surrounding environment is the West Ruislip Station, Ruislip Golf Course (temporarily closed), Ickenham Cricket Club and residential land use. The nearest residential receptors to the application site are directly east of the site on Ickenham Road.

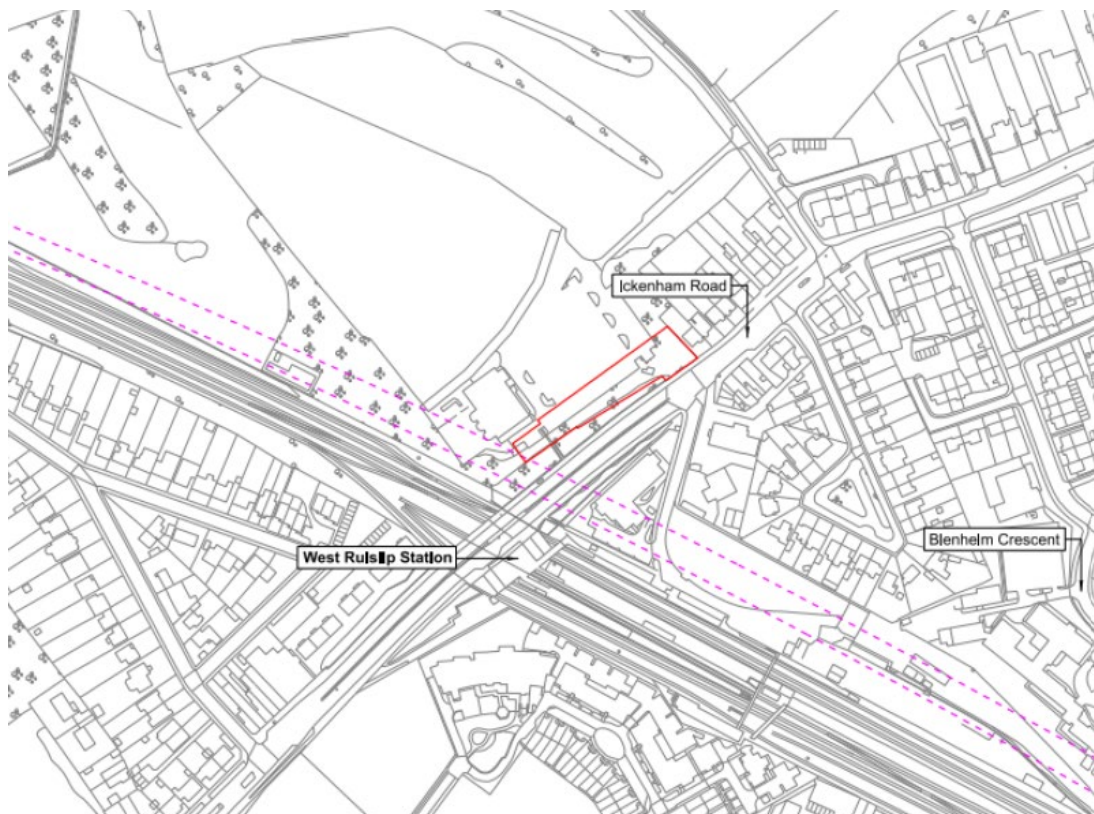


Figure 1: Site (outlined in red) in relation to surrounding environment.

2.1.2 The site is located adjacent to the West Ruislip Portal Schedule 17 application (approved in May 2020 under planning ref. 72517/APP/2019/4141) which set out that works would be undertaken to widen the single lane access road into the golf course car park from Clack Lane to the north, such that it would become a shared access for both HS2 personnel/vehicles and future golf course users. Further design development in the West Ruislip Portal area has led to an updated design for access to the portal headhouse through a new section of access road connecting with Ickenham Road to the east (instead of the Clacks Lane access), which is the subject of this Schedule 17 application. The site in relation to the adjacent West Ruislip Portal construction compound is shown in Figure 2 below.



Figure 2: Site in relation to adjacent use (Source: Google Maps)

## 2.2 Environmental Characteristics

- 2.2.1 There are no environmental designations within the application site boundary. Figure 3 shows the environmental designations present in the wider vicinity of the application site.

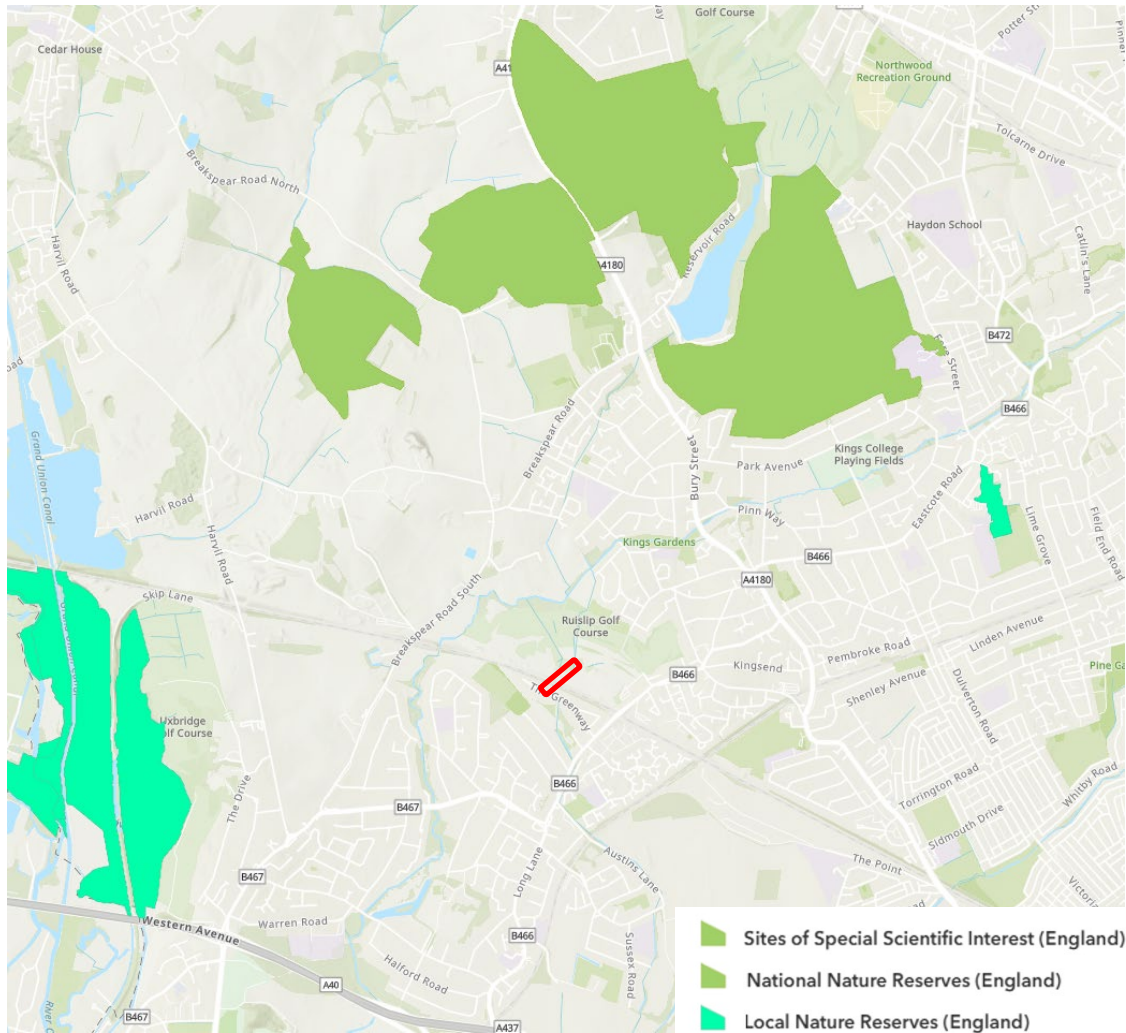


Figure 3: Environmental designations within a 4km radius

- 2.2.2 The site is located within the locally designated non-statutory Ruislip Golf Course and near to Old Priory Meadows Site of Borough Importance Grade I (SBI.I) in the section of retained embankment to the west of the site. The impacts of this have been assessed in the Environmental Statement (as amended) and a loss of habitat was identified.
- 2.2.3 The site partially intersects with a groundwater Source Protection Zone (SPZ); this is categorised as Zone I – Inner Protection Zone.
- 2.2.4 A number of Sites of Special Scientific Interest (SSSI) are located in the wider environment around the site, these are shown in Figure 3.
- 2.2.5 Ruislip Woods SSSI is located approximately 2.5km to the north of the site, while Frays Farm Meadows SSSI lies around 2.3km to the southwest.
- 2.2.6 Ruislip Wood and Poor’s Field Site of Metropolitan Importance (SMI) is also situated north of the site (the SMI is part of Ruislip Woods SSSI and a National Nature Reserve). The HS2 Environmental Statement (ES) also identifies nine Sites of Borough Importance for Nature Conservation (SBI) within the area. Newyears Green SBI.I (including an area of Ancient Woodland) and Brackenbury Railway Cutting SBI.II are close to the site.

- 2.2.7 In line with the Environmental Minimum Requirements (EMRs), the application proposals have been assessed as having no change on the impacts reported in the Environmental Statement (ES) (as amended). Indicative mitigation measures are outlined in Section 3.4.
- 2.2.8 As part of the preparation of the ES, a wide range of ecological surveys were undertaken to understand the species present near to the site, in the West Ruislip Portal area. The surveys included:
- Barn owls: found to be present in the area
  - Bats: found to be present in the area
  - Badgers: found to be present in the wider area
  - Invasive species: various found in the wider area, including Japanese knotweed, edible dormouse, Himalayan balsam, Oak processionary moth.
  - Great crested newts: medium population identified within Ruislip Golf Course
  - Reptiles: grass snake, slow worm and common lizard found in the wider area
  - Otters: none found
  - Water voles: none found
- 2.3.5 A mitigation plan for the protection of the barn owls has been implemented, with potential nest sites capped and six barn owl nest boxes installed. This strategy was agreed with a local barn owl expert, and monitoring in 2021 identified a breeding pair of barn owls in an installed nest box.
- 2.3.6 Fourteen bat boxes were also installed. Two sites were registered under HS2 Bat Mitigation Class Licence, with roosts closed in line with Natural England requirements.
- 2.3.7 Monitoring and management of the sites is ongoing, with Ecological Site Management Plans in place for the planting areas (to ensure their success) and for works within the protected areas.

## 2.3 Heritage Characteristics

- 2.3.1 The site does not contain any listed or locally listed heritage assets. There are three Grade II listed buildings located in the residential area to the north-east of the site as well as a cluster to the south around B466 High Road and B467 Swakeleys Road. In the wider area, there are some significant heritage assets to take account of:
- There are five Scheduled Monuments in the surrounding area: Brackenbury Farm moated site, Medieval moated site south-east of Brackenbury Farm, Ruislip motte and bailey, Pale Park and Ickenham Manor Farm. Each of the Scheduled Monuments is between approximately 1-2.5km from the application site (see Figure 4).
  - There are a number of Grade II listed buildings and one Grade II\* listed building within the wider surrounding area to the application site. The closest listed building (Grade II, The White Bear P.H. on Ickenham Road) is approximately 0.5km from the application site (see Figure 5).

- 2.3.2 In line with the Environmental Minimum Requirements (EMRs) outlined in Section 1.6, the application proposals have been assessed as having no change to the impacts on culture and heritage reported in the Environmental Statement (ES) (as amended). Due to the distance from the application site, the proposals are not considered to have any permanent, direct impacts on the heritage assets identified.

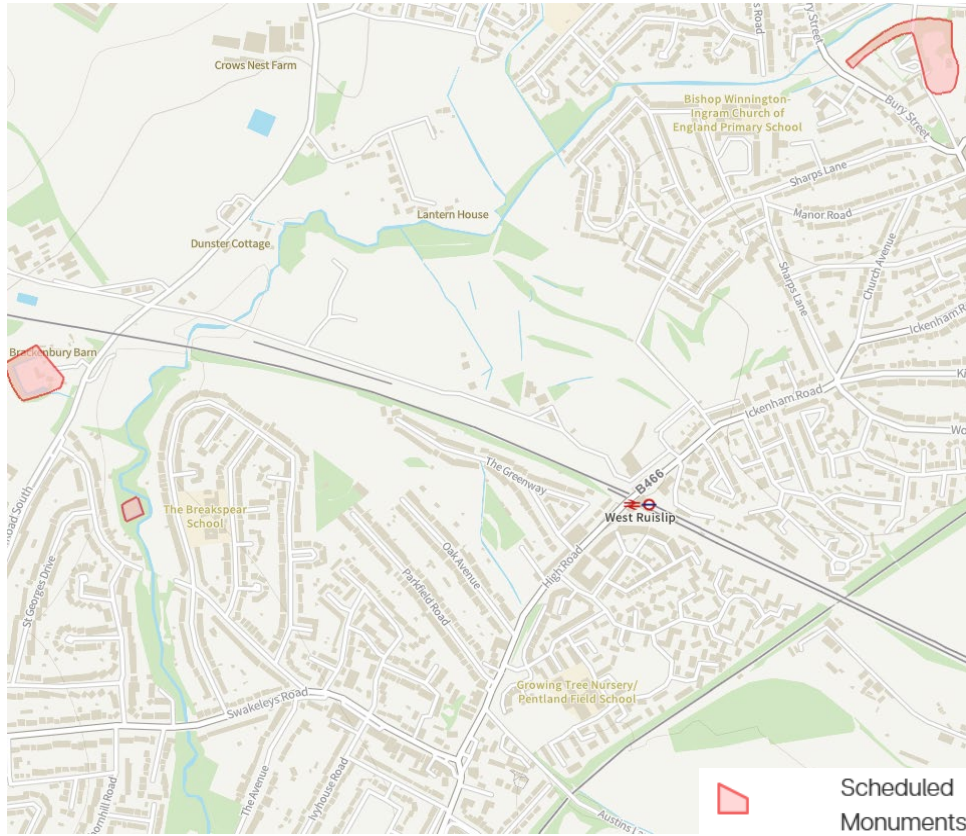


Figure 4: Scheduled monuments in the surrounding area.

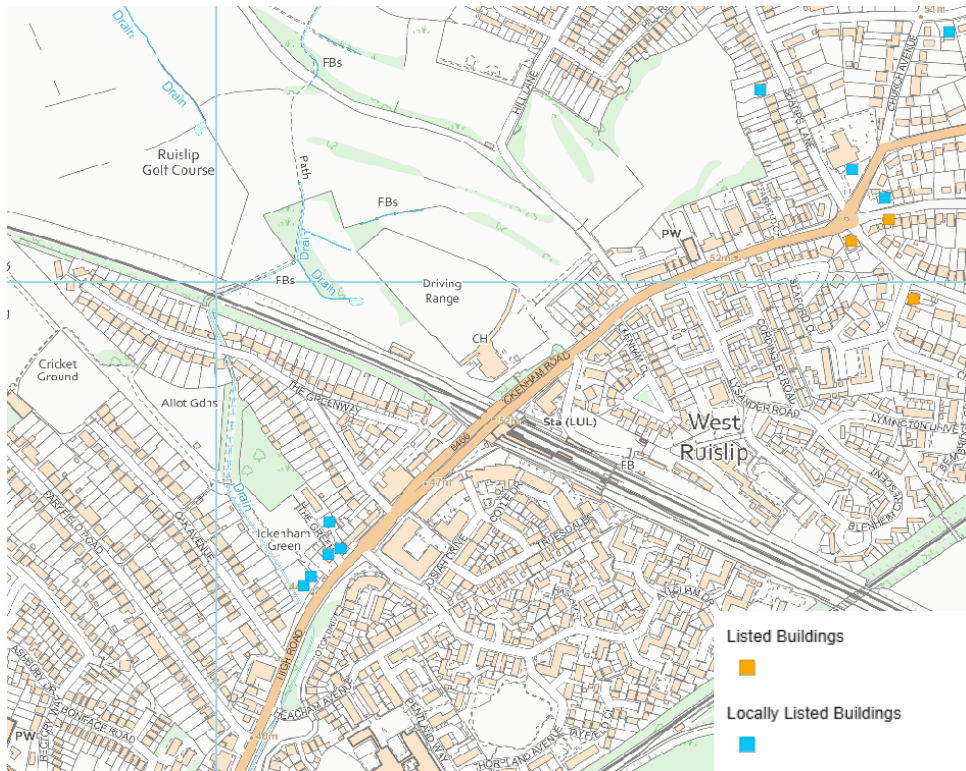


Figure 5: Listed buildings around the application boundary

## 2.4 Surrounding Highway Network

- 2.4.1 The B466 High Road connects Ickenham and Ruislip in a south west/north easterly direction, crossing over the Chiltern Main Line Railway, with West Ruislip London Underground / Overland Rail Stations located on the east side opposite the former Ruislip Golf Course (see Figure 6). Further to the west, Breakspear Road South is located in a south-north alignment along the boundary of the Colne Valley Regional Park, and via the B467 Swakeleys Road, links to the A40, a major arterial route into / out of Central London.
- 2.4.2 To the west, the A40 eventually becomes the M40 motorway to the north, which provides access northwards to Oxford and Birmingham, and connects to the London Orbital M25 motorway.

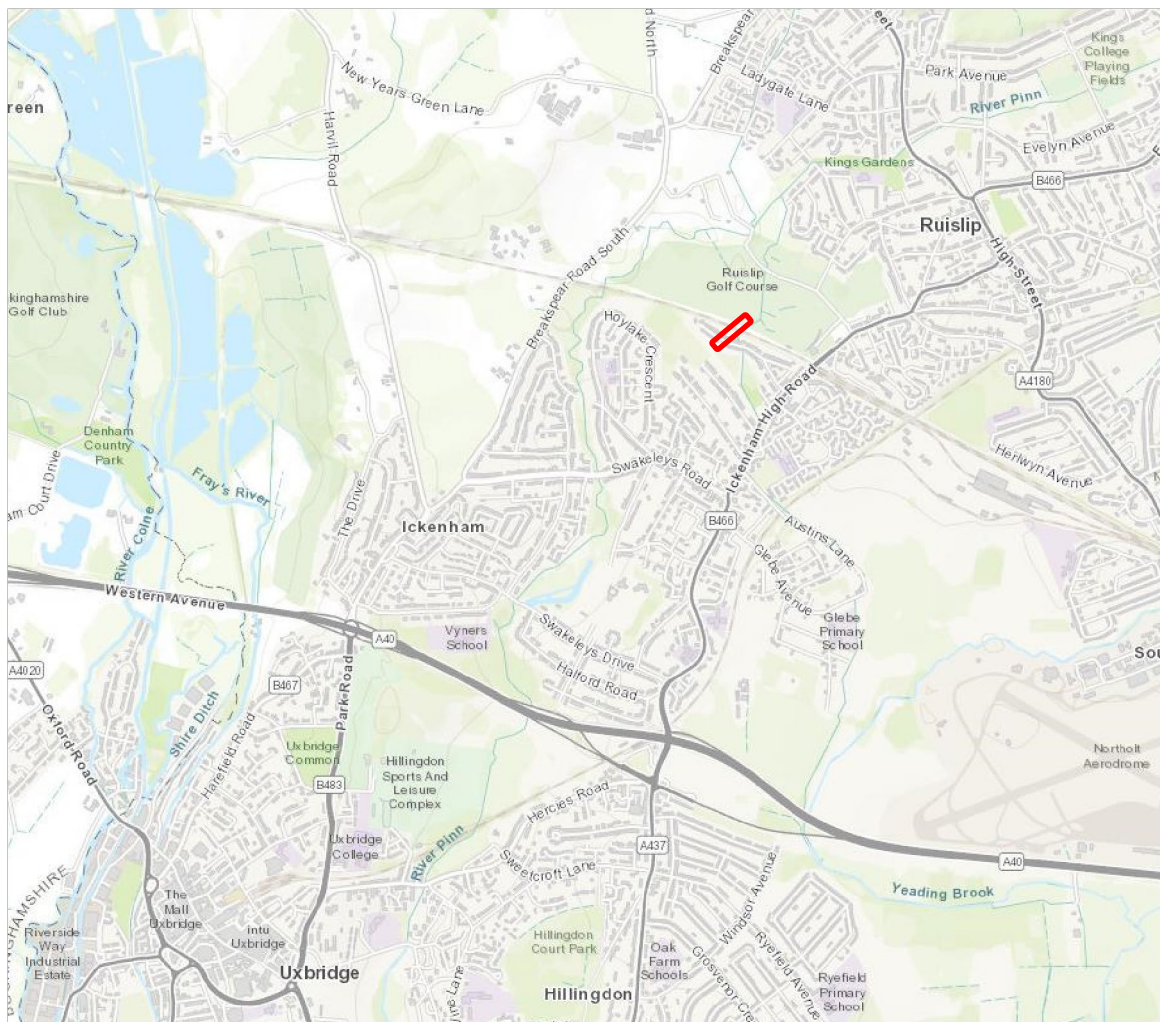


Figure 6: Local Highway Network

## 3 Description of the Works

### 3.1 Introduction

- 3.1.1 This Written Statement supports the Schedule 17 submission for the approval of the Plans and Specifications for the Ickenham Access Road.
- 3.1.2 The Plans and Specifications submitted for approval are listed in the proforma accompanying the application. A summary of the proposed works for approval is provided in Section 3.2 below with a summary of other relevant works in 3.3
- 3.1.3 Section 3.4 summarises the indicative mitigation relevant to the works being submitted in accordance with paragraph 7.5.2 of the Planning Memorandum.
- 3.1.4 Sections 3.5-3.7 provide information on other aspects of the works to assist in understanding the context of the works being submitted for approval. The information in Sections 3.4 – 3.7 is not for approval under Schedule 17.

### 3.2 Works for Approval

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

- Work No. 1/61 - A railway (2.27 kilometres in length), partly in tunnel commencing by a junction with the termination of Works Nos. 1/15 and 1/1 passing north westwards and terminating at a point 225 metres north of the junction of Harvil Road with Skip Lane. Work No. 1/61 includes a shaft at West Ruislip and bridges over the River Pinn and Breakspear Road South

- 3.2.2 The works submitted for approval comprise earthworks associated with the formation of the access road and provision of a drainage ditch; safety bollards and a timber boom gate.

#### Building Works – Safety Bollards

- 3.2.3 Eleven steel safety bollards are proposed on the northwest side of the access road and two are proposed on the northeastern side. These bollards will be interspersed, at equal spacing, along the side of the access road. The bollards are a safety measure, to prevent vehicles leaving the access road. These bollards will be 500mm in height and with a diameter of approximately 170 mm and will be situated between the pavement and existing grassland.

#### Earthworks

- 3.2.4 The access road will require level changes to provide a level surface for the road. These level changes for the road will be between approximately 100mm and 300mm, due to the gentle sloping topography towards to the north. The access road will be topped with asphalt and will have a concrete kerb along its entire length.
- 3.2.5 A drainage ditch is proposed within the far northeast end of the site adjacent and parallel to the northeast side of the access road. The drainage ditch will be approximately 2.5m wide, 9.4m long and 0.95m deep at its maximum depth. A small section of drainage gravel is also

proposed at the southern end of the access road near to where the site joins the West Ruislip Portal application site.

- 3.2.6 The proposed earthworks are shown on drawings 1MCo4-SCJ\_SDH-LS-DSE-SS05\_SL07-482020 and 1MCo4-SCJ\_SDH-LS-DPL-SS05\_SL07-481025.

### Fences/walls

- 3.2.7 A 7 metre long timber boom swing gate is proposed on the access road which will be placed to regulate access into the site. The timber post will measure 1.4m in height, and the boom arm will be 7m in length and 1.15m above ground level.

## 3.3 Other Related Works

### Access arrangements – Schedule 4

- 3.3.1 A Schedule 4 application will be submitted in conjunction with this Schedule 17 application. This application will cover the permanent establishment of the new HS2 access.
- 3.3.2 The proposed HS2 Access Road joins Ickenham Road via an amended priority junction. The shared access road will be 7.3m wide and the maintenance access road will be 5.5m wide. The HS2 access is required for HS2 maintenance and emergency operations at West Ruislip Portal. The existing vertical and horizontal profile of Ickenham Road is unaffected by the addition of the HS2 Access Road.
- 3.3.3 There will not be any significant changes proposed to the pedestrian arrangements on Ickenham Road as tactile paving and dropped kerbs will be reinstated as per the current scenario.

## 3.4 Indicative Mitigation

- 3.4.1 In addition to the works for which approval of Plans and Specifications is required, the overall mitigation scheme in this location includes the works set out below.
- 3.4.2 The Planning Memorandum (paragraph 7.5.2) states: 'When designs of HS2 works are submitted for approval, the nominated undertaker shall, where reasonably necessary for the proper consideration of the design proposed, provide an indication or outline of the appropriate mitigation measures (if any) which it intends to submit subsequently under paragraphs 9 or 12 of the Planning Conditions Schedule....' and '.....While not material to approvals under paragraph 2 or 3, this information will provide reassurance in advance of the request for approval under paragraph 9 that the mitigation is appropriate, and will present an opportunity to raise concerns.'
- 3.4.3 Details of the indicative mitigation relevant to the design proposed in this application are shown on the following drawings:

Drawing number	Drawing title
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1MCo4-SCJ-SDH-LS-DSE-SS05_SL07-481030	Landscape GA – Shrub Planting
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Table 3: Indicative Mitigation Plans

- 3.4.4 Details of planting and soft landscaping do not require approval of plans and specifications under paragraphs 2 or 3 of Schedule 17.
- 3.4.5 The mitigation will comprise part of the overall mitigation scheme in relation to the scheduled works listed in section 3.2 above.

### Landscape and visual

- 3.4.6 All landscaping associated with the works for approval will aim to contribute to the creation of a green corridor that makes HS2 form part of the bigger landscape picture in the London Borough of Hillingdon context in line with the overall Landscape Design Approach, which is based on the values 'Conserve', 'Enhance', 'Restore' and 'Transform'.
- 3.4.7 The potential visual impact of the access road will be limited via the use of landscaping to integrate the works into the setting of the golf course edge whilst enhancing the biodiversity and wider ecological connectivity of the site.
- 3.4.8 On the southern side of the access road, the existing pump house will be retained, as will the existing area of woodland closer to the application boundary with the West Ruislip Portal. On the northern side of the access road, opposite the retained woodland, a section of drainage gravel has been introduced. The remaining area within the application site boundary, surrounding the access road, is made up of wet grassland planting and dry grassland planting, respectively. Individual trees are proposed to be planting alongside the edge of the access road. The indicative locations of these are shown on drawing 1MCo4-SCJ\_SDH-LS-DPL-SS05\_SL07-481020 for information.

### Operational Noise

- 3.4.9 The existing baseline noise levels identified in the Environmental Statement (ES) are principally generated by road traffic from Harvil Road, Breakspear Road South and the B466 Ickenham Road and railway traffic from the Chiltern Main Line and London Underground. This gives rise to typical daytime sound levels of 65dB.
- 3.4.10 In West Ruislip, high sound levels are noted at locations close to B466 Ickenham Road with typical daytime sound levels of 75dB. However, incorporating the access proposals, it is anticipated that future traffic movements are likely to remain comparable to those identified and assessed within the ES with gradual increases over time. The annual estimate for vehicles using the access road to access the West Ruislip Portal site for maintenance and operational use is 133 light vehicles and 1 HGV.

## 3.5 Construction Method

- 3.5.1 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the HS2 Code of Construction Practice and the Class Approval issued by the Secretary of State (March 2017).

- 3.5.2 This section summarises the general construction methodology and the main temporary works arrangements. The arrangements described may alter, are for information and background only and do not form part of this request for approval.
- 3.5.3 The works will be undertaken from the main construction site compound at West Ruislip Portal for these works, with access provided from the existing arrangements.
- 3.5.4 The main phase of work will involve the construction of the earthworks which will be undertaken first and then followed by the installation of the above-described safety measures.
- 3.5.5 There are no balancing ponds, fencing or temporary arrangements for PRoWs associated with this application.
- 3.5.6 Due to the minor nature of the construction works and the location of the development, near to the West Ruislip Construction Compound, it is not anticipated that the construction will have a significant impact upon the local area, particularly with regards to traffic.

## 3.6 Historic Environment

- 3.6.1 As set out within the HS2 Heritage Memorandum (part of the HS2 Environmental Minimum Requirements), a route-wide generic written scheme of investigation: Historic Environment Research and Delivery Strategy (GWSI: HERDS) has been prepared in consultation with Historic England (HE) and the local planning authorities along the route. It sets out the research framework and general principles for design, evaluation, investigation, recording, analysis, reporting and archive deposition to be adopted for the design development and construction.
- 3.6.2 The HS2 Heritage Memorandum also sets out how the historic environment (including heritage assets and their setting) will be addressed during design. The HS2 Environmental Memorandum sets out the approach to landscape and visual mitigation which takes account of the historic environment.

### Archaeological Summary Statement

- 3.6.3 The Heritage Memorandum sets out the approach to archaeology prior to enabling and construction works; the research undertaken for the Environmental Statement will be reviewed. Where required, for the purposes of delivering investigation and recording, additional detailed desk-based assessment and/or field evaluation will be carried out and this will inform the development of location-specific investigation and recording works (a location-specific Written Scheme of Investigation (LS-WSI)). These documents will be developed in consultation with Historic England and the relevant local authority and will follow the objectives set out in the GWSI: HERDS.
- 3.6.4 An Archaeological Project Plan was originally prepared by the Early Works Contractor (EWC), which sets out the baseline data and methodology for intrusive archaeological investigation in the area due north of the Chiltern Main Line. Furthermore, an LS-WSI has been prepared by EWC, to accompany the Project Plan, which provides further detail on the methodology for intrusive archaeological investigation in the relevant application site area. The purpose of this

evaluation is to identify the location, extent, preservation and significance of any previously unrecorded heritage assets within the footprint of West Ruislip Portal and Gatemead Embankment.

3.6.5 There are no archaeological implications as a result of the proposed works.

### **Built Heritage**

3.6.6 The HS2 Heritage Memorandum also sets out how the historic environment (including heritage assets and their setting) will be addressed during design. The HS2 Environmental Memorandum sets out the approach to landscape and visual mitigation which takes account of the historic environment.

3.6.7 The site does not contain any listed or locally listed heritage assets. In line with the Environmental Minimum Requirements (EMRs) outlined in Section 1.6, the application proposals have been assessed as having no change to the impacts on culture and heritage reported in the Environmental Statement (ES) (as amended). Due to the distance of from the application site, the proposals are not considered to have any permanent, direct impacts on the heritage assets identified.

## **3.7 Environmental Management during Construction**

3.7.1 The Environmental Memorandum (part of the HS2 Environmental Minimum Requirements) sets out the arrangements for the management of environmental issues during construction and the Code of Construction Practice (CoCP) sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) which include specific measures by topic, applicable to each relevant local authority area. The LEMP relevant to the works subject to this Schedule 17 submission is Hillingdon LEMP <sup>2</sup>(May 2019).

3.7.2 Environmental management arrangements during construction do not form part of this request for approval of Plans and Specifications under Schedule 17.

3.7.3 Within the wider Hillingdon area, a number of protected or important species have been identified in the vicinity of the overall HS2 works. Where necessary, protected species licenses are obtained, and the requirements of the licenses are complied with.

# **4 Design Approach and Rationale**

## **4.1 Design Constraints**

4.1.1 The permanent works in the West Ruislip area have had to consider the following constraints:

- Minimising the impact on residents in the area;
- Defining and mitigating the impact on landowners in the area;
- Management of construction traffic and changes to key roads in the area, including

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<sup>2</sup> [https://assets.publishing.service.gov.uk/media/63ecaead8fa8f5612c4f52f1/P1S-HS2-EV-PLN-S000-000006\\_C01\\_5\\_.pdf](https://assets.publishing.service.gov.uk/media/63ecaead8fa8f5612c4f52f1/P1S-HS2-EV-PLN-S000-000006_C01_5_.pdf)

permanent realignment of some road networks;

- Impact on environmentally designated sites in the area; and
- Interaction with existing Public Rights of Way.

- 4.1.2 The design of the access road was developed to provide functional access to HS2 maintenance and emergency operations while minimising disruption to the surrounding environment and road network.
- 4.1.3 The shared nature of the access road was determined based on spatial constraints and the need to balance operational requirements with integration into the local transport network. The access road connects to Ickenham Road via an amended priority junction, ensuring minimal impact on traffic flow while maintaining clear and controlled access for HS2 vehicles.
- 4.1.4 The drainage strategy was developed to ensure effective surface water management, incorporating a drainage ditch and gravel section to mitigate runoff impacts. Access control measures were evaluated, and a timber boom swing gate was selected as the most appropriate and least intrusive to regulate site access.
- 4.1.5 The alignment of the road minimises land take and avoids significant changes to existing levels, reducing the need for extensive earthworks. The placement of safety bollards and fencing ensures a clear delineation of the access route while preserving the visual character of the area.

## 5 Grounds for determination

### 5.1 Grounds for determination

5.1.1 Paragraphs 34-47 of the High Speed Rail (London-West Midlands) Act 2017 Schedule 17 Statutory Guidance (20 November 2023) provides guidance to local planning authorities on the 'grounds for determination' of a request for approval under Schedule 17 of the Act.

5.1.2 This section will consider the proposals in the context of the relevant grounds for determination.

#### Safety Bollards

5.1.3 In accordance with Paragraph 2(5) of Schedule 17 of the Act 2017, 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 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.*

**(a)(ii) To prevent or reduce prejudicial effects on road safety or on the free flow traffic in the local area**

5.1.4 The inclusion of safety bollards is a mitigation measure to prevent vehicle overruns from the access road, enhancing road safety. Their placement has been considered to ensure they do not interfere with the free flow of traffic on Ickenham Road. The road safety implications have been assessed through a Road Safety Audit (RSA), and the recommendations from this process have been incorporated into the proposed design.

**(a)(iii) To preserve a site of archaeological or historic interest or nature conservation value**

5.1.5 The installation of safety bollards does not involve ground disturbance beyond the localised fixing points required for installation. No archaeological or historic assets are directly affected by their placement.

**(b) The development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.**

5.1.6 The placement of safety bollards is governed by the alignment of the access road and surrounding landscape features. The safety bollards are positioned to provide protection along the edge of the access road, ensuring pedestrian and vehicle safety in the designated

corridor. There are no reasonable alternative locations within the permitted limits where they could fulfil their required function without compromising safety.

## Earthworks

5.1.7 In accordance with paragraph 3(6) of Schedule 17 of the Act, the relevant planning authority may only refuse to approve plans or specifications on the ground:

*2. That the design or external appearance of the works ought to, and could reasonably, be modified:*

*(a) to preserve the local environment or local amenity,*

*(b) to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or*

*(c) to preserve a site of archaeological or historic interest or nature conservation value.*

*If the development does not form part of a scheduled work, that the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.*

### **(a) to preserve the local environment or local amenity**

5.1.8 The earthworks are designed to provide a stable and level surface for the access road while integrating with the surrounding topography. The drainage ditch has been positioned at the northeast end of the site to effectively manage surface water runoff and prevent localised flooding. The hard surfacing proposed is also appropriate to the vehicle access function that it serves.

### **(b) to prevent or reduce prejudicial effects on road safety or on the free flow traffic in the local area.**

5.1.9 The design of the earthworks, including the level changes, drainage ditch and hard surfacing, have been well considered and ensure they do not interfere with the free flow of traffic on Ickenham Road.

### **(c) to preserve a site of archaeological or historic interest or nature conservation value.**

5.1.10 The earthworks require only localised ground disturbance within the defined project area. There are no identified archaeological or historic assets within the location of the works. No heritage assets or conservation areas are impacted by the proposed design. The drainage strategy has been designed to ensure appropriate surface water management, preventing unintended environmental impacts on adjacent land parcels.

### **The development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits**

5.1.11 The earthworks have been designed having regard to the required alignment of the access road and the surrounding land constraints. The drainage ditch is specifically positioned to ensure proper water runoff management.

## Fences and Walls (Timber boom gate)

- 5.1.12 In accordance with paragraph 3(6) of Schedule 17, the relevant planning authority may only refuse to approve plans or specifications on the ground:
- 5. That the development ought to, and could reasonably, be carried out elsewhere within the development's permitted limits.*
- 5.1.13 The boom gate is located at a controlled entry point, ensuring that vehicle access is managed without unnecessary obstruction. There is no location within the permitted limits where this could be carried out without compromising the function of the boom gate and access road.

## 6 Pre-submission Consultation

6.1.1 Pre-submission consultation with the Local Planning Authority, statutory consultees and other relevant stakeholders is summarised in Table 4 below.

Table 4: Pre-submission Consultation with LPA and Statutory Consultees

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
London Borough of Hillingdon (LBH)	24/11/2022	Meeting (Schedule 4)	<p>SCS JV presented the emerging highways design for LBH comment.</p> <p>Key points discussed included:</p> <ul style="list-style-type: none"> <li>• Permanent access formalisation of the existing temporary access onto Ickenham Road.</li> <li>• Emergency &amp; maintenance access: Future usage expected to be 133 light vehicles/year and 1 HGV every 30 years (crane movement).</li> <li>• Bellmouth widening and road markings to improve access.</li> <li>• Retention of pedestrian &amp; cycle facilities.</li> <li>• Signage proposals: 10mph limit on the access road and 30mph onto Ickenham Road.</li> <li>• Road Safety Audit (RSA) findings: Seven identified issues, four prioritised and addressed.</li> </ul>
	14/07/2024	Meeting (Schedule 4)	<p>SCS JV presented the updated highways design following earlier discussions.</p> <p>Key points discussed included:</p> <ul style="list-style-type: none"> <li>• Visibility concerns: LBH requested confirmation of a 2.4m-2.5m clear space at the access point and that vehicles can fully stand in front of</li> </ul>

			<p>the gate with 15m clearance behind.</p> <ul style="list-style-type: none"><li>• Access control: LBH suggested a 2m height restriction, a steel gate with a padlock, and bollards &amp; fencing to delineate HS2 land from the golf course.</li><li>• Signage discussions: Existing golf centre signage was reviewed, with an agreement that HS2 is not responsible for it unless additional signage is required. A black-on-white directional sign was proposed, integrating with the Ruislip sign if it meets the 2.1m height requirement.</li><li>• Vehicle movement restrictions: Considered but ultimately not implemented, subject to LBH's final approval.</li></ul>
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## 7 Construction Programme

7.1.1 A high-level programme for the works subject to this submission and how they fit into the overall programme for other works in the area is contained in Table 5 below. The programme for works on site may vary from the indicative dates shown.

Activity	Quarter
Construction of earthworks and installation of bollards and boom gate.	Q4 2025

Table 5: Construction programme

## 8 Other Consents

8.1.1 Other main consents likely to be required for the works are summarised below. Consent requirements may alter during design development and further consents not identified may be required.

Schedule	Type of Consent	Determining body	Status
Schedule 17 Non-Material Change	Non-Material Change to approved Plans and Specifications for West Ruislip Portal (72517/APP/2019/4141)	London Borough of Hillingdon	Quarter 3 2025
Schedule 4 HW4	Notice for and approval of new accesses shown on the deposited Plans	London Borough of Hillingdon	Quarter 2 2025

Table 6: Other related consents