

# Hatton Cross Sub-Station extension - S73 revised design

## Addendum to the approved Design and Access Statement

The Hatton Cross Substation extension and upgrade is required to support the Piccadilly Line Upgrade (PLU) and wider TfL network improvements, in line with the Mayor of London's Transport Strategy. This sub-station extension was originally approved via a Part 18, Class A Prior Approval under your reference: 78164/APP/2023/2123 on 13 September 2023

The existing substation does not have sufficient space to accommodate the upgraded electrical and mechanical equipment, making an extension essential. The proposed location, east of the station on a small, paved area and part of an existing landscaped planter owned by London Underground Limited (LUL), remains the most practical option with minimal operational impact on the station and bus interchange.

Surveys carried out in June 2024 by British Telecomm (BT) Openreach identified ducts serving Heathrow Airport within the area of the proposed works. Further intrusive surveys in September 2024 confirmed additional clashes with underground utilities, significantly increasing scope, cost, programme duration, and introducing risks to Heathrow operations due to restrictions on diversion and changeover windows.

In response, the Project Team revisited earlier concept design studies to explore alternative solutions that avoid the complex and high-cost diversions of BT Openreach ducts and Affinity Water mains required under the current design.

These alternatives were reviewed with consideration to architectural heritage, integration with the existing building, impacts on surrounding landscaping, and long-term maintainability. The key proposed changes include:

- Removal of the SER provision
- Introduction of a basement within the extension
- Retention of the planter area instead of a larger above-ground footprint

With the extension footprint guided by the existing Utilities asset's locations, the new structure can no longer continue the rectilinear grid typology of the existing station. However, the selected configuration will be further refined to respond to the architectural context.

The reduced footprint improves visibility of the station's heritage signage and enables the retention or enhancement of vegetation along the eastern TfL boundary with Faggs Road. Removing the SER requirement also allows the existing retaining wall and landscaping north of Options 1a/1b to be kept.

There is also potential to restore the intent of the original station landscaping by reinstating trees within the remaining vegetation zone rather than relocating them to Great Southwest Road.

Setting the extension further back from the pavement significantly reduces collision risk, removes the need for a large opening in the retaining wall, and eliminates the requirement for vehicular access to the north elevation.

From a pedestrian perspective, moving the extension away from the pavement improves the streetscape along Faggs Road, reduces vulnerability to vandalism, and removes conflicts between fire escape doors and normal pavement use.



As the scheme has progressed and now resulted in an amended design it has become necessary to submit this application to amend Condition 1 of the Part 18, Class A Prior Approval that lists out the approved plans.

Condition 1 currently states:

- 1 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers Location Plan, UIP3236-TFL-PRM-D229-DRG-AR- 00001, UIP3236-TFL-PRM-D229-DRG-AR-11000 PO1.1, UIP3236-TFL-PRM-D229-DRG-AR-01000 P01.1, UIP3236-TFL-PRM-D229-DRG-AR-11010 P01.1, UIP3236-TFL-PRM-D229-DRG-AR-11030 P01.1, UIP3236-TFL-PRM-D229-DRG-AR-11020 P01.1, UIP3236-TFL-PRM-D229-DRG-AR-11001 PO1.1, London Transport Act 1967, Section 16 RCC Act 1845 and Design and Access Statement.

Below is a table detailing which plans are being replaced and by which new plan along with two additional plans/documents for approval:

<b>Planning Application</b>		<b>Revised Design - CDS Addendum drawings</b>	
<b>Approved Drawing No.</b>	<b>Drawing Title:</b>	<b>Is being replaced by:</b>	<b>Drawing Title:</b>
UIP3236-TFL-PRM-D229-DRG-AR-11001	Proposed <b>Ground Floor</b>	UIP3236.001.003-BBES-PRM-D229-RPT-AR-00001 27.pdf	Hatton Cross Substation Extension – General Arrangement – <b>Ground Floor Plan</b>
UIP3236-TFL-PRM-D229-DRG-AR-11020	Proposed <b>Roof Plan</b>	UIP3236.001.003-BBES-PRM-D229-RPT-AR-00001 26.pdf	Hatton Cross Substation Extension – General Arrangement – <b>Roof Plan</b>
UIP3236-TFL-PRM-D229-DRG-AR-11030	Proposed <b>Elevations</b>	UIP3236.001.003-BBES-PRM-D229-RPT-AR-00001 28.pdf	Hatton Cross Substation Extension – General Arrangements – <b>Elevations</b>
No exact match – this is an additional drawing		UIP3236.001.003-BBES-PRM-D229-RPT-AR-00001 29	<b>Elevation D</b>
		Addition to rather than a replacement.	<b>Addendum to the approved Design and Access Statement</b>