

AGENDA



Meeting: Planning Committee

Date: Thursday 15 December 2016

Time: 6.30 pm

Place: Committee Room 2, City Hall, The Queen's Walk,
London, SE1 2AA

Members of the Planning Committee are hereby notified and requested to attend the meeting of the Planning Committee at 6.30 pm on Thursday 15 December 2016 to transact the business set out below.

This meeting will be open to the public, except for where exempt information is being discussed as noted on the agenda. A guide for the press and public on attending and reporting meetings of local government bodies, including the use of film, photography, social media and other means is available at

https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Openness-in-Meetings.pdf

Victoria Hills, Chief Executive Officer
Wednesday 7 December 2016

Members of the Planning Committee:

William McKee (Chair)
Gordon Adams
Councillor Wesley Harcourt
Colin Haylock

Councillor Sarah Marquis
Stuart Robinson
Councillor Hitesh Tailor

- 1 Apologies for Absence**
- 2 Declarations of Interest**
- 3 Minutes of the Meeting held on 12 October 2016 (Pages 1 - 4)**
- 4 Matters Arising**
- 5 Publication of the Scrubs Lane Direction of Travel Document (Pages 5 - 114)**

The Committee is requested to agree to the publication of the Scrubs Lane Direction of Travel Document.

6 Qualifying Authority status for the purposes of the High Speed Rail (London - West Midlands) Bill (Pages 115 - 140)

The Committee is requested to note that the Department for Transport has been informed that OPDC wishes to become a Qualifying Authority for the purposes of the High Speed Rail (London - West Midlands) Bill.

7 Planning applications received and enforcement notices served since 24 September 2016 (Pages 141 - 150)

The Committee is requested to note the list of planning applications received and enforcement notices served since 24 September 2016.

8 Any Urgent Business

9 Date of the Next Meeting

The next meeting will be held on Wednesday 11 January 2017 at City Hall.

DRAFT MINUTES



Meeting: Planning Committee

Date: Wednesday 12 October 2016

Time: 6.30 pm

**Place: Committee Room 4, City Hall, The Queen's Walk,
London, SE1 2AA**

Present: William McKee CBE (Chair)
Gordon Adams
Colin Haylock
Councillor Sarah Marquis
Councillor Hitesh Tailor

In Attendance: Mick Mulhern, Director of Planning
Tom Cardis, Head of Planning Policy
Peter Farnham, Principal Planning Officer
James Stanton, Committee Secretary

1 Apologies for Absence (Item 1)

- 1.1 Apologies for absence were received from Councillor Wesley Harcourt and Stuart Robinson.

2 Declarations of Interest (Item 2)

- 2.1 There were no declarations of interest.

3 Minutes of Meeting held on 7 September 2016 (Item 3)

3.1 DECISION

The Committee RESOLVED that the minutes of the Planning Committee meeting held on 7 September 2016 be signed by the Chair as a correct record.

4 Matters Arising (Item 4)

- 4.1 There were no matters arising.

5 Designation of Cumberland Park Factory Conservation Area (Item 5)

- 5.1 The Committee considered the proposed designation of the Cumberland Park Factory Conservation Area prior to its determination by the Board. OPDC has planning powers to designate new Conservation Areas in accordance with the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 5.2 Members discussed the issues raised during the public consultation period. The Committee expressed support for protecting the buildings in the proposed conservation area and considered the relative merits of conservation area designation and the local listing of properties. The historical context of the area was seen to be best served by protecting the buildings as a group. It was noted that a conservation area designation was better suited to preserving this group character and offered more robust protection. Members noted the importance of retaining and protecting historical buildings and character in an area that would be regenerated with new developments.

5.3 DECISION

The Committee RESOLVED that the proposal to designate the Cumberland Park Factory Conservation Area be recommended to the OPDC Board.

6 Statement of Community Involvement and update to the guidance note for public speaking at Planning Committee meetings (Item 6)

- 6.1 The Committee considered proposed revisions to the Statement of Community Involvement following engagement with local community groups. The Statement, originally published in January 2016, sets out how the planning authority and prospective developers should engage with stakeholders and the community. The revisions sought to strengthen pre-application engagement, provide further clarification and guidance and set out requirements for post-occupancy surveys.
- 6.2 The Committee noted the central importance of the participation of local people in planning the regeneration and redevelopment of Old Oak and Park Royal to the future success of the area. Members discussed ways in which the public could continue to be engaged and have full confidence in the processes that would drive future developments. During the discussion, the following points were made:
- Officers had reviewed the Statement's use of the terms 'should/would/must' and would ensure that the final version reflected the relevant statutory requirements and other obligations;
 - Officers were asked to explore the appropriateness of applicants presenting their engagement strategy to the Planning Committee as a means of strengthening engagement with local communities (similar to the system used

in Brent);

- The guidance relating to the confidentiality of pre-application advice would be re-examined to ensure that it was comprehensive; and
- Consideration should be given as to how public confidence in the process might be increased via the use of multiple reporting points for compliance with occupancy surveys, in a similar format to the use of multi-year review points on landscaping conditions.

6.3 Members also considered proposed changes to the speaking at Planning Committees guidance note. The proposals sought to provide additional clarity and guidance following the consideration of the first planning application in July 2016.

6.4 The Committee was broadly supportive of the proposed changes and requested that further consideration be given to providing guidelines, and a potential deadline, around the submission of material for presenting to Members at the meeting. Members also noted that changes made to the process for speakers' addressing the Committee would need to be monitored. Clear procedural rules were needed and would continue to be applied, however it was acknowledged that there could be some limited circumstances where, by exception, adjustments might need to be made. Members were supportive of the Chair making use of discretionary powers to make reasonable adjustments in such circumstances and ensure fairness to all parties.

6.5 DECISION

The Committee RESOLVED that:

- a) The Director of Planning be requested to consider how the points made during the discussion could best be taken forward and agree any minor amendments to the proposed wording to the revised Statement of Community Involvement in consultation with the Chair of the Planning Committee prior to submission to the OPDC Board;**
- b) The Board be recommended to agree the revised Statement of Community Involvement for publication;**
- c) The Director of Planning, in consultation with the Chair of the Planning Committee, be authorised to amend the revised guidance note for public speaking at Planning Committee to incorporate the points raised by during the discussion; and**
- d) The finalised revised guidance note for public speaking at Planning Committee be circulated with the agenda for the next Planning Committee meeting.**

7 Planning applications received since 20 August 2016 (Item 7)

7.1 The Committee received the report of the Director of Planning which set out the planning applications which had been received by OPDC since 20 August 2016.

7.2 DECISION

The Committee RESOLVED that the list of planning applications received since 20 August 2016 be noted.

8 Any Urgent Business (Item 8)

8.1 There was no urgent business.

9 Date of the Next Meeting (Item 9)

9.1 The next scheduled meeting would be held on Wednesday 23 November 2016 at City Hall.

The meeting ended at 7.50pm

Chairman

Date

Contact Officer: James Stanton, Secretariat Officer; Telephone: 020 7983 5537;
email: james.stanton@london.gov.uk; Minicom: 020 7983 5526



Subject: Publication of the Scrubs Lane Direction of Travel Document
Meeting date: 15 December 2016
Report to: Planning Committee
Report of: Director of Planning

For Decision

This report will be considered in public

1 Summary

- 1.1 This report provides information relating to officers' proposal to publish the Scrubs Lane Direction of Travel Document. Planning Committee members are requested to consider the officers' proposal and agree to the publication of this Document.
- 1.2 Scrubs Lane has the opportunity to be a location for the early delivery of new homes, workspaces, retail and leisure uses. To manage this development potential, officers are developing the Scrubs Lane Direction of Travel Document.
- 1.3 The principles set out in the Direction of Travel will inform the content of the draft Regulation 19 Local Plan which will be published for public consultation in spring 2017. The full content will also be developed and consulted on as part of a Supplementary Planning Document (SPD) for Scrubs Lane, which will provide further detail to the Local Plan. It is intended to publicly consult on the SPD alongside the Local Plan in spring 2017.
- 1.4 The Direction of Travel Document provides an initial overview of the draft vision and principles being produced for Scrubs Lane. Officers are recommending its publication to inform the local community, land owners and other stakeholders of the emerging guidance for Scrubs Lane before consultation takes place in 2017. A copy of the Direction of Travel Document is attached as Appendices A and B.
- 1.5 Should the Planning Committee agree to publish this Direction of Travel Document, it will not carry any planning weight and comments are not being sought from the public on its content once published. The content of the Direction of Travel Document has been informed by local workshops in May and July 2016. These were attended by local residents, businesses and other stakeholders.

2 Recommendation

- 2.1 **The Committee is requested to agree to the publication of the Scrubs Lane Direction of Travel Document, as attached as Appendices A and B to this report.**

3 Background

Location

- 3.1 The Scrubs Lane Direction of Travel Document provides an initial overview of emerging draft guidance for Scrubs Lane and surrounding areas from Harrow Road in Harlesden to the south eastern corner of Wormwood Scrubs near to White City as shown on the plan below.

Boundary of Scrubs Lane Direction of Travel Document



Role

- 3.2 Sites along Scrubs Lane are in a mix of private land ownerships and comprise a range of existing land uses. These sites have fewer infrastructure constraints than those sites within the core area and therefore have the potential to facilitate the early delivery of new homes, workspaces, retail and leisure uses.
- 3.3 The Direction of Travel Document will be used as evidence to inform the draft Regulation 19 Local Plan, and a draft Supplementary Planning Document that will be publicly consulted on in spring 2017.
- 3.4 Should the Planning Committee agree to it being published, the Direction of Travel Document will not carry planning weight. Public comments are not being sought on its content.

Rationale for publication

- 3.5 Work by OPDC on Scrubs Lane is well progressed. In advance of the second stage of public consultation on the Local Plan officers are keen to put this Scrubs Lane work into the public domain. The intention is provide people with an indication as to the

direction that this work is taking before full public consultation. The full draft of the Scrubs Lane work will be published for public consultation in spring 2017 as part of the Local Plan and associated SPD (subject to agreement by the Planning Committee and OPDC Board). Given these timeframes, officers consider it good practice to publish the Direction of Travel Document for information and to demonstrate how work is progressing. This will help inform the local community, land owners and other stakeholders of the proposed SPD's content prior to public consultation next year.

Content overview

3.6 The Direction of Travel Document provides information in four sections:

1. Role	Sets out the document's role and rationale for publication.
2. Context	Sets out Scrubs Lane's existing role in the wider area and its context in relation to heritage, character, existing land uses, open spaces and movement.
3. Vision	Sets out a draft vision and associated map for Scrubs Lane: Scrubs Lane will be a characterful and well connected street that builds on its industrial heritage as a hinge between east and west that provides spaces for creating, working and living.
4. Principles	<p>Sets out draft principles and associated illustrations for shaping Scrubs Lane for:</p> <ol style="list-style-type: none"> 1. Enhancing Scrubs Lane as a busy north-south connector route 2. Delivering new and improved east to west routes to ensure sufficient transport capacity 3. Delivering a well-defined street 4. Delivering multifunctional green infrastructure 5. Clustering active uses 6. Delivering new homes and workspace 7. Delivering a high quality design 8. Supporting thriving communities 9. Delivering a range of building heights <p>In addition to the above, the document provides guidance for four clusters to guide the location of active uses and shape built form.</p>

3.7 In addition to the content of any future SPD, Local Plan policies will also be applied to all development proposals along Scrubs Lane. The draft Local Plan will set out policies to manage a range of critical elements including affordable housing, social infrastructure, delivering the OPDC's Environmental Standards, open space and managing the impacts of tall buildings. These elements will be consulted on in spring 2017 subject to agreement by OPDC Board.

3.8 To inform the Direction of Travel Document's content on heights and massing, a strategic views assessment has been carried out to a level of detail that would be

appropriate for Local Plan policy and SPD. This views assessment is appended to the Direction of Travel Document and is attached as Appendix B to this report.

- 3.9 This views work assesses the ‘magnitude of impact’ and the ‘significance of impact’ of three development scenarios on local heritage assets and townscape. The three development scenarios assessed were:

- A consistent height of eight-storeys on all sites;
- Generally six-eight storeys along Scrubs Lane with lower heights responding to sensitive areas, greater heights along the railway and a single ten-storey building in each cluster; and
- Generally six-eight storeys along Scrubs Lane with lower heights responding to sensitive areas, greater heights along the railway and a single eighteen-storey building in each cluster.

- 3.10 This assessment is an important component to inform guidance for building heights along Scrubs Lane. Officers are also giving consideration to how guidance in the draft Regulation 19 Local Plan should secure public benefits generated by the increased development capacity from taller buildings including the necessary mitigation of their impacts. This may include considering and balancing the delivery of affordable housing, social infrastructure, community accessible uses and publicly accessible open space.

Consultation

- 3.11 Although officers are not seeking public comments on the Direction of Travel Document at this stage, the full draft SPD will be published for public consultation in spring 2017 along with the Regulation 19 Local Plan. During the production of the Direction of Travel document two informal local workshops were undertaken during the summer to help inform its content. These sessions were attended by local residents, businesses and community groups including:

- City Mission Church
- College Place residents
- Kensal Rise Association of Boaters
- Light Factory Community Investment Company
- Cumberland Business Park businesses
- Cumberland Park Factory businesses and landowners
- Old Oak Interim Neighbourhood Forum

- 3.12 Information setting out how these comments have shaped this work and will be provided alongside the draft SPD during the public consultation in spring 2017.

4 Next Steps

- 4.1 Should the Planning Committee agree to the publication of the Direction of Travel Document, OPDC will notify interested parties and publish the Document on the OPDC website.

5 Financial implications

5.1 No financial implications arise from this report.

6 Legal implications

6.1 No legal implications arise from this report.

Appendices

- Appendix A: Scrubs Lane Direction of Travel Document
- Appendix B: Scrubs Lane Strategic Views Assessment

List of Background Papers:

- | |
|--|
| <ul style="list-style-type: none">• None |
|--|

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DRAFT Direction of Travel Document

December 2016



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Appendix - Strategic Views Assessment Summary

DRAFT

1. Role of this document

1.1 This Direction of Travel Document sets out the work done to date by the Old Oak and Park Royal Development Corporation (OPDC) as a Local Planning Authority to inform the development potential along and around Scrubs Lane. This Direction of Travel Document will inform a more detailed Supplementary Planning Document (SPD) for Scrubs Lane. The Scrubs Lane SPD is being produced as an evidence base for the emerging OPDC draft Regulation 19 Local Plan.

1.2 This document provides an initial overview of the emerging vision and principles being produced for Scrubs Lane. It has been published to help inform the local community, land owners and other stakeholders of the emerging guidance prior to the publication of the SPD for consultation in its own right and as part of the second round of public consultation on the Local Plan as currently programmed for spring 2017.

1.3 This document comprises the following four sections:

Context	This section provides an overview of the existing area and background information relating to Scrubs Lane's role in the wider area, the existing character of the street, local transport network, land uses, heritage and open spaces.
Vision	This section sets out a draft vision for Scrubs Lane and is illustrated by a vision map.
Principles	<p>This section sets out 9 draft key principles that may be used to shape development along Scrubs Lane:</p> <ol style="list-style-type: none">1. A key connector2. Connecting east to west3. A well-defined street4. Clustering active uses5. Delivering green infrastructure6. Mixing homes and workspace7. Responding to character8. Supporting thriving communities9. Managing heights and massing
Next steps	This section sets out the next steps and timetable for developing the draft Local Plan and Scrubs Lane SPD.

1.4 The Direction of Travel Document does not carry weight for determining planning applications. Current planning policy and guidance for Scrubs Lane and the wider OPDC area is provided by the National Planning Policy Framework (NPPF), the national Planning Practice Guidance (NPPG), the London Plan, the emerging OPDC draft Local Plan and the boroughs' Local Plans. These documents provide guidance on a range of topics including affordable housing, infrastructure, sustainability and supporting economic growth.

1.5 This work and evidence will gain planning weight as it progresses through the plan making process culminating in adoption and forming part of OPDC's planning policy framework.

1.6 In preparing the Direction of Travel Document, two local workshops were undertaken with the local residential and business communities with further formal public consultation due to take place for the Local Plan and Scrubs Lane SPD in spring 2017. Comments are not being sought on the content of this document at this stage, however if you do have any questions or would like to discuss the document, please contact OPDC on the details below:

info@opdc.london.gov.uk

020 7983 6520

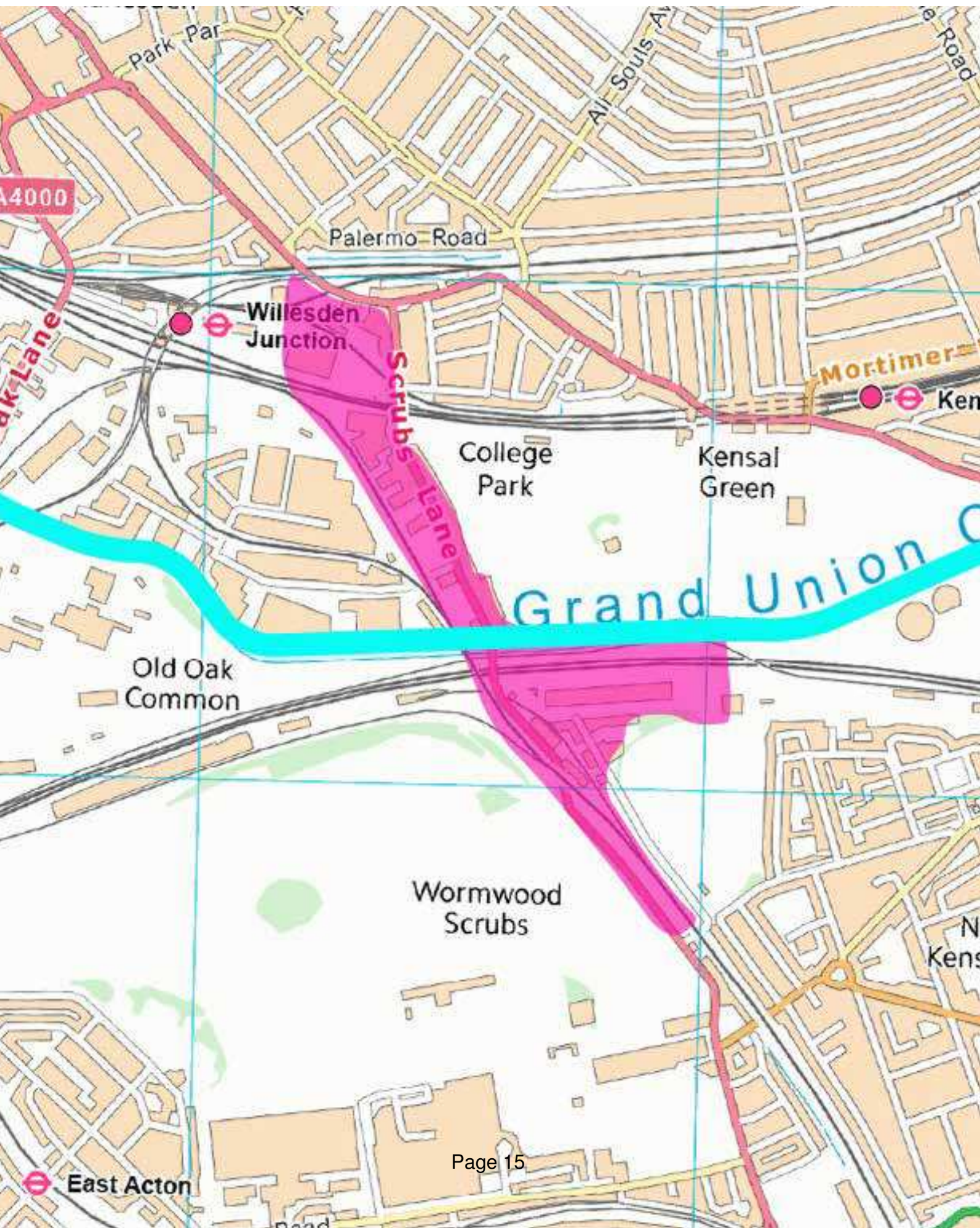
Scrubs Lane Direction of Travel Document
Old Oak and Park Royal Development Corporation
City Hall
Queen's Walk
London SE1 2AA

1.7 Hardcopies of this document can be made available on request by contacting OPDC using the above details.

1.8 This document has been developed by OPDC with support from East and ABA.

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The study area

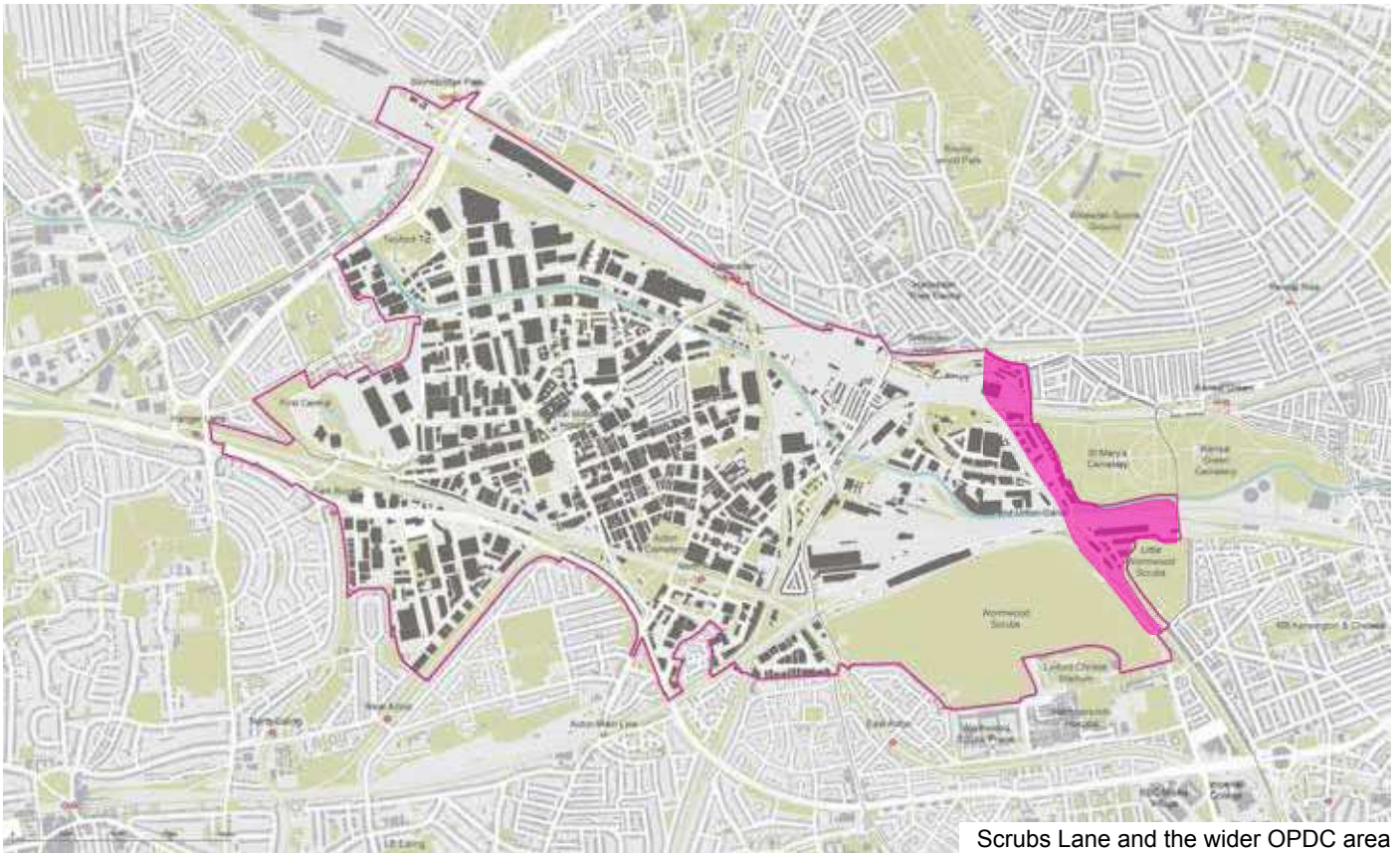


2. Context

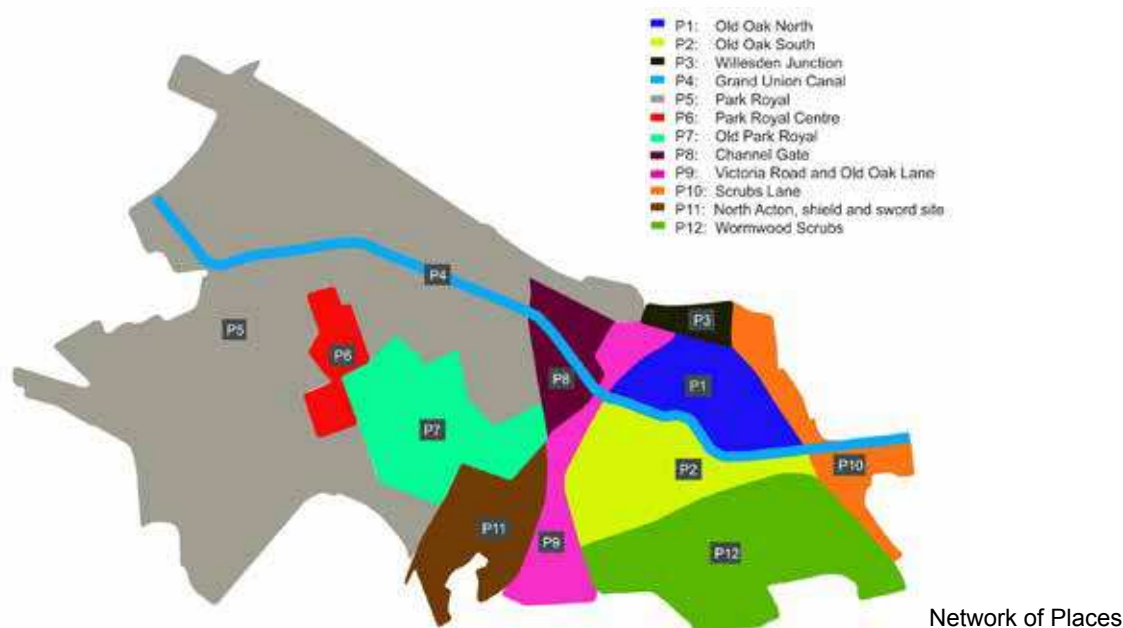


Setting the scene

2.1 Scrubs Lane is located along the eastern boundary of the OPDC area within the London Borough of Hammersmith and Fulham.



2.2 It is defined as a 'place' within the OPDC draft Local Plan reflecting its local character and development potential. The network of places as shown in the emerging OPDC draft Local Plan is shown below. The Scrubs Lane Place (P10) directly abuts the places of Old Oak North, Willesden Junction and Wormwood Scrubs with the place of the Grand Union Canal running through its centre. As such it sits within a network of places for which the Local Plan will provide detailed spatial policies.



2.3 Scrubs Lane is a key north south road corridor following the medieval track known as Turvens Lane which crossed a landscape of fields and woodland. The landscape character of the area has been transformed as the canal and rail infrastructure laid down in the 19th century gave way to, and supported, the expansion of a variety of industries and surrounding residential areas.

2.4 Scrubs Lane today is a busy road which connects White City to the south and Harleden Town Centre to the north. It is a place to pass through, rather than a place in itself. It has a meandering character as it winds its way under and over the rail and canal infrastructure as the topography gently rises to the north. Willesden Junction is the main station providing good public transport connections into central London on the Bakerloo and London Overground routes. The railways play an important part in shaping the form of Scrubs Lane with raised rail lines running along its western boundary and a large number of lines, including the Great West Coast Main Line and West Coast Main Line, running east to west. The area also includes the Grand Union Canal running east to west through the middle of the place.

2.5 Key spaces within and adjacent to Scrubs Lane are the Grand Union Canal, St Mary's RC Cemetery with links to Kensal Green Cemetery, Little Wormwood Scrubs (located in the Royal Borough of Kensington and Chelsea) and Wormwood Scrubs, a metropolitan open space.

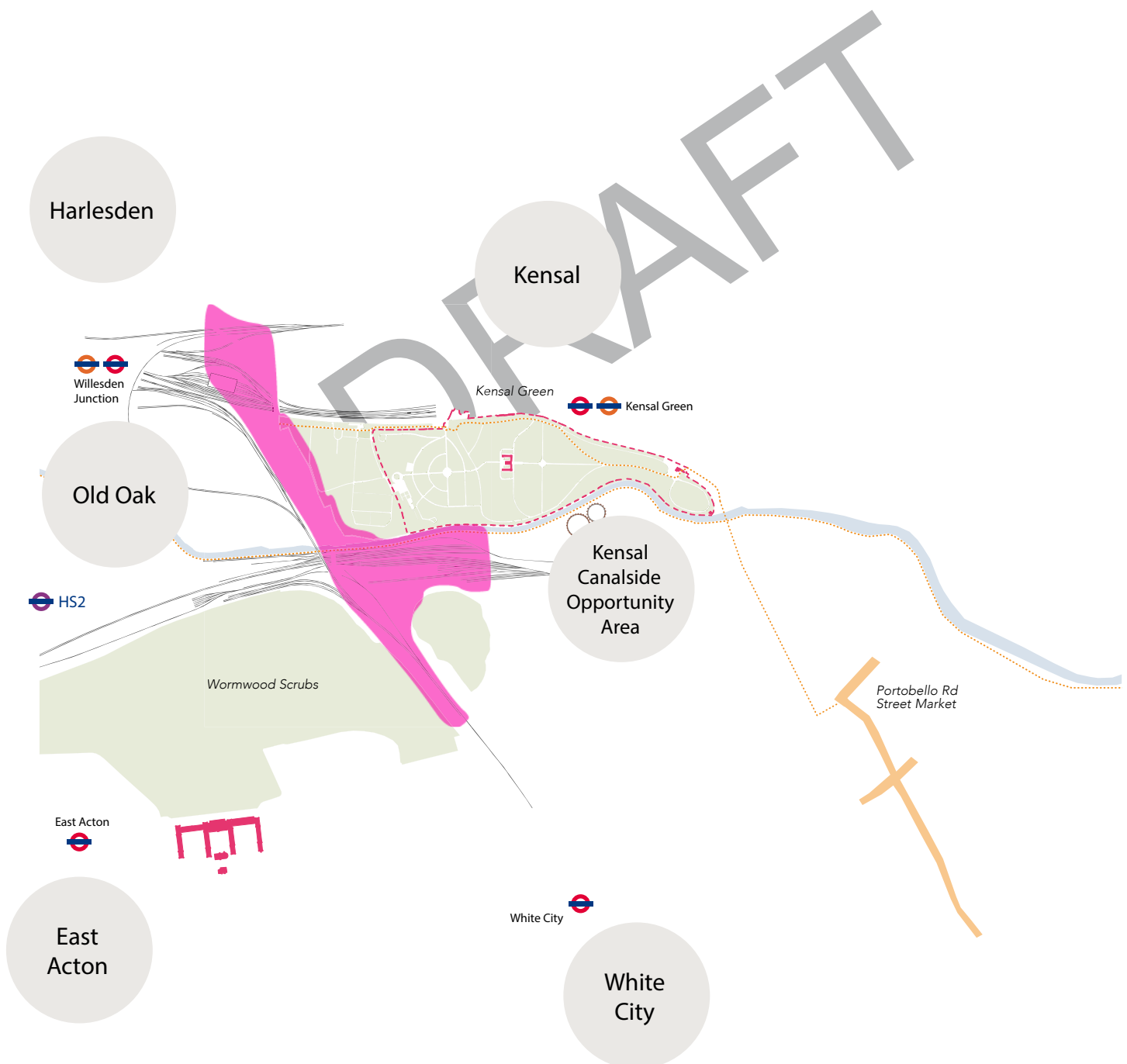
2.6 The arrival of the UK's largest station, for hundred years, at Old Oak Common in 2026 will provide access to the HS2, Crossrail and Great West Coast Main Lines. It will help to transform Old Oak into a new high density mixed use part of London. Over 24,000 new homes and space for 55,000 new jobs will be provided within Old Oak. Scrubs Lane will be a key part of this being a place that can support the early delivery of homes and jobs. It is incredibly important that, as the local planning authority, OPDC proactively plans for coordinated development along Scrubs Lane to deliver a high quality place with new and enhanced connections into Old Oak and beyond.

Wider context

2.7 Scrubs Lane sits on the eastern edge of Old Oak and plays a role as part of a wider route network facilitating north-south movement between Brent, Shepherd's Bush, Hammersmith and further afield to Barnes and Roehampton.

2.8 It is easily accessible to Portobello Road Market via a 25 minute walk through Kensal Cemetery and will continue to be a key route in the future wider movement network following the development of Old Oak.

2.9 Scrubs Lane sits between the regeneration area of Old Oak in the west and the quieter areas of St. Marys Cemetery and Kensal Cemetery to the east.



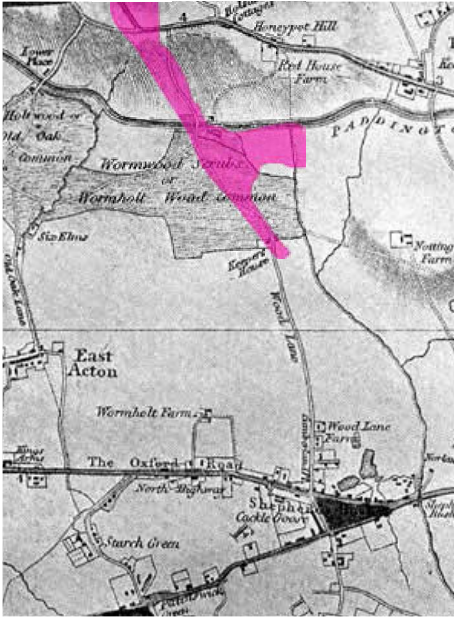
Heritage context

2.10 The historic assets within Scrubs Lane tell the story of the expansion of London which was accelerated by the coming of the railway. These railway cuttings, embankments and bridges still define the character of the area and shape of Scrubs Lane as a key north south connector.

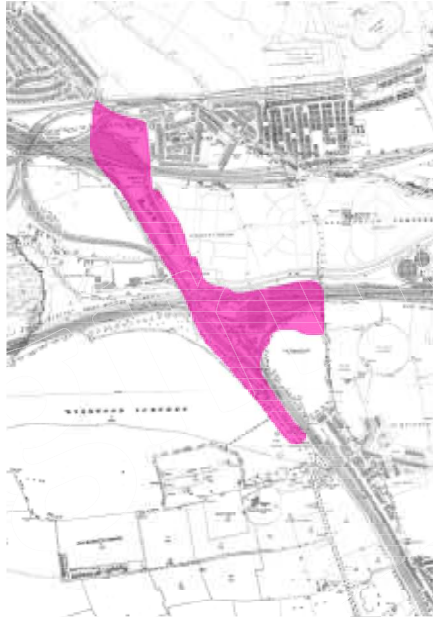
- 1189 'The Scrubs' Became known as Wormholtwode in the 15th century meaning 'a snake infested wood.'
- 1801 Grand Union Canal built connecting London to Birmingham
- 1833 Kensal Green Cemetery established
- 1838 Great Western Railway arrives
- 1844 Little Wormwood Scrubs opens
- 1845 Kensal Green Gasholders
- 1858 St Mary's RC Cemetery established
- 1874 Wormwood Scrubs Prison opens
- 1890s Hythe Road laid down
- 1900s Harlesden and North Kensington established as residential areas alongside the Cumberland Park Factory



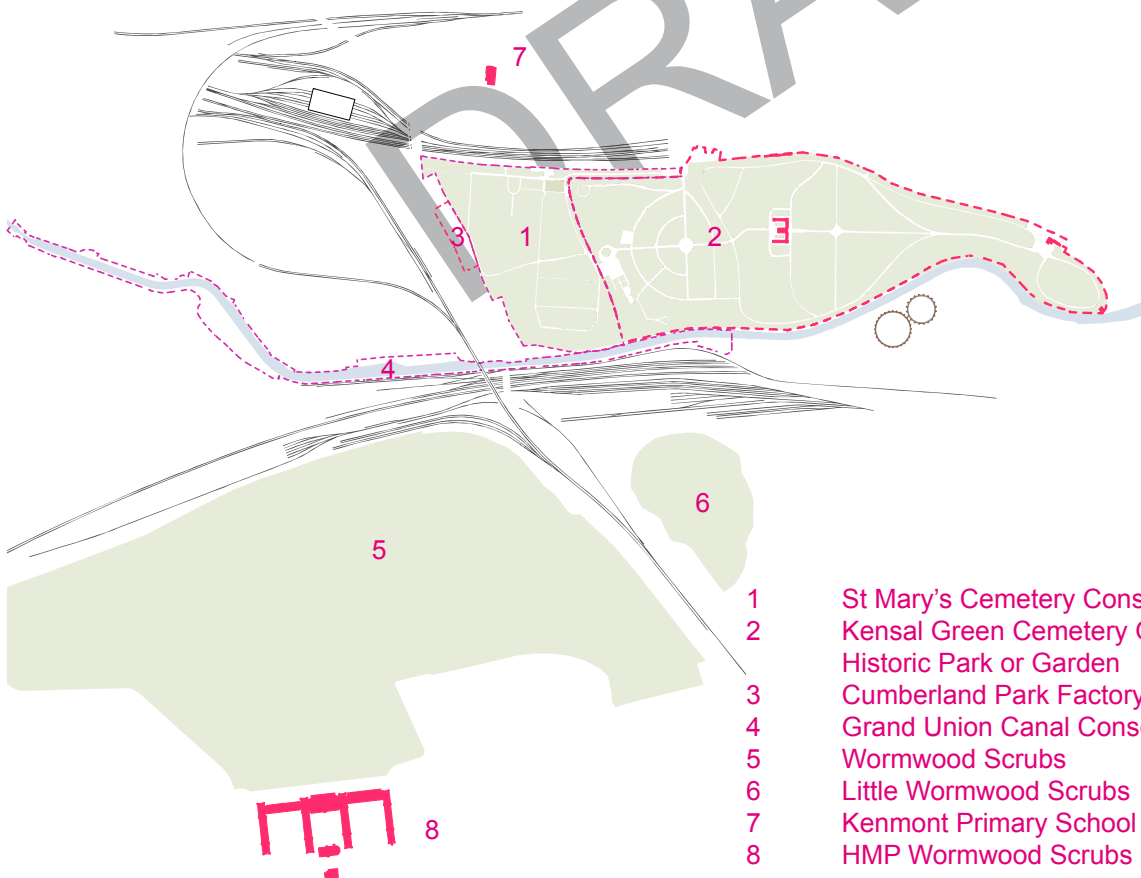
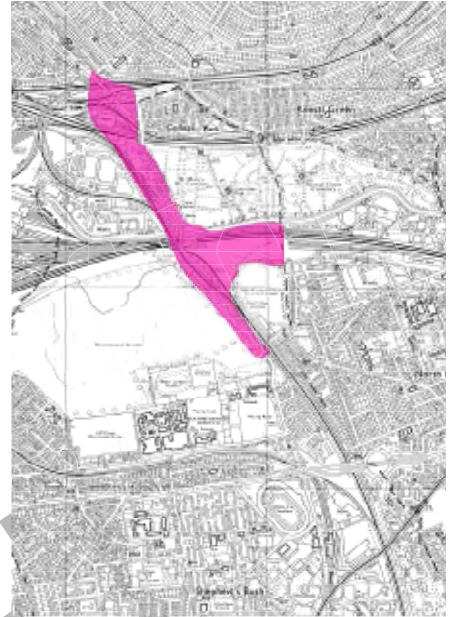
1833



1890



1970



- 1 St Mary's Cemetery Conservation Area
- 2 Kensal Green Cemetery Grade 1 Listed Historic Park or Garden
- 3 Cumberland Park Factory Conservation Area
- 4 Grand Union Canal Conservation Area
- 5 Wormwood Scrubs
- 6 Little Wormwood Scrubs
- 7 Kenmont Primary School Grade II Listed
- 8 HMP Wormwood Scrubs Grade II Listed

Elements of local historic character

Existing character

2.11 Scrubs Lane is a busy road corridor with busy north and south movement. It provides the main road access into the Old Oak industrial area and is home to the existing industries of Car Giant, waste facilities and a mix of small businesses. This industry does create a busy and productive character area, however, the type of existing industry and movement patterns does have a negative impact on the quality of place, which today is busy and noisy with a large number of HGV movements. However, there are many positive elements and heritage assets as set out on the previous pages which contributes to a unique identity.

2.12 The changing geometry and topography creates a meandering road with changing views and characters as it winds below and over the railways. The bowstring truss bridge that carries Scrubs Lane over the Great Western main line is a local landmark and marks the transition between the two main characters of Scrubs Lane north and south of the canal. This elevated position is also defined by long and wide east west views across canal and rail-lands with iconic landmarks of Trellick Tower, BT tower and The Shard defining the city skyline to the east.

2.13 Scrubs Lane is asymmetrical in character and this becomes more pronounced north of the canal with the finer grain of the older buildings on the east and large plots with sheds along the west. Workspace buildings with east west yard spaces is a prevalent building typology. The architectural expression of the buildings tends not to reveal the abundance of industrious activity. The historic Cumberland Park Factory is intended to be designated as a conservation area and has a distinct typology of yard spaces where the buildings create the quiet boundary to the cemetery spaces. These buildings with gabled frontages create a strong street frontage along the east of Scrubs Lane.

2.14 The southern section of Scrubs Lane to the south of the canal has mature plane trees with dense undergrowth defining the edge of Wormwood Scrubs providing a semi-rural character. A series of large billboards along the railway embankment extending beyond the underbridge north of Wormwood Scrubs define the roadspace as a busy traffic corridor with some existing industrial and railway lane around the Mitre Industrial Estate.



Elements of local character

Existing movement network

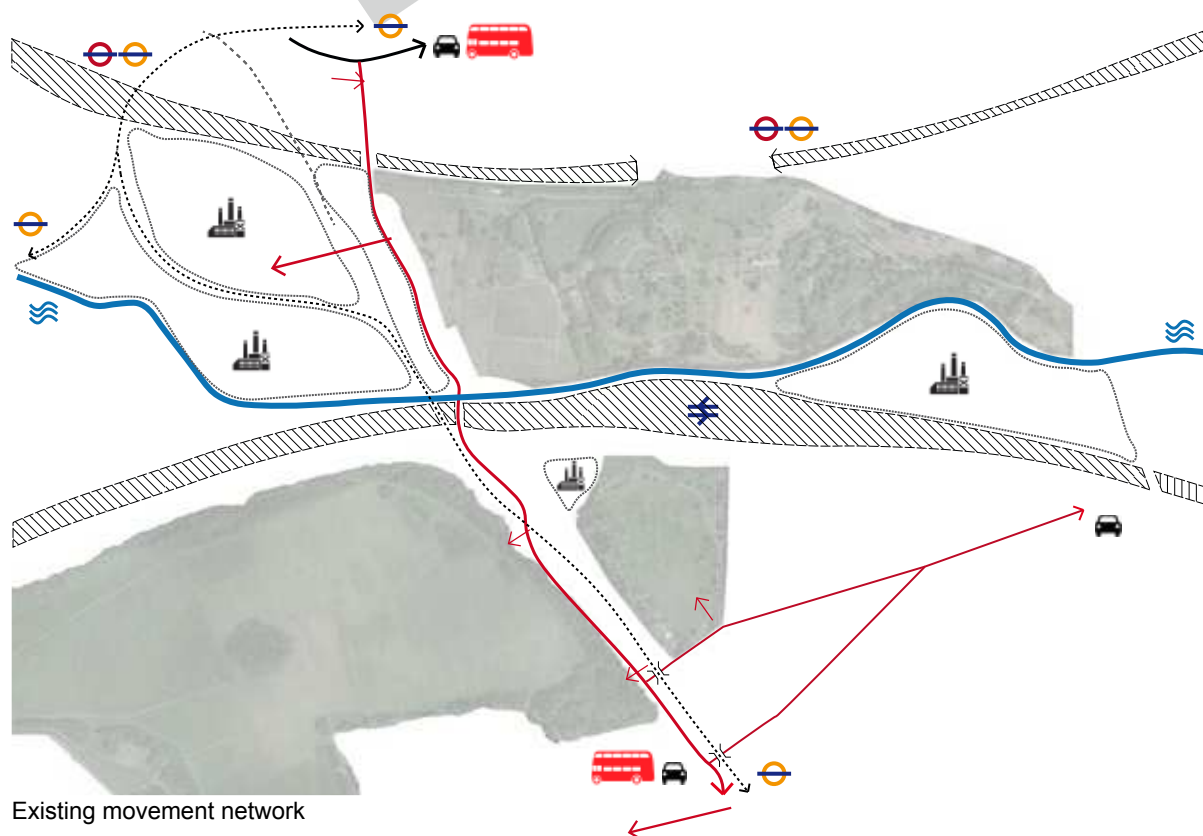
2.15 Scrubs Lane is a key connector route as defined by Transport for London's Urban Road Task Force guidance reflecting its role as a busy north-south road for vehicular traffic for freight and people.

2.16 South of Harrow Road and north of the A40, it has poor east-west connectivity with only the Grand Union Canal towpath providing a continuous east to west route. This is accompanied by only one vehicular access into Old Oak from Hythe Road, one access for pedestrians into St. Mary's Cemetery and poor access into Wormwood Scrubs and Little Wormwood Scrubs restricted by railways and vegetation with some east to west vehicular connections to the south of Wormwood Scrubs and Little Wormwood Scrubs.

2.17 The high levels of vehicular traffic create a poor walking environment and a poor quality public realm. It also impacts on the current cycle lane which does not provide a continuous route and is restricted by on-street parking. Currently there is only a single bus route, the 220, that serves Scrubs Lane connecting Willesden Junction with Wandsworth running via Shepherd's Bush, Hammersmith and Fulham.

2.18 The existing carriageway of Scrubs Lane to the south of the Grand Union Canal is a consistent 10m in width which includes northbound on road cycle lane and a southbound bus lane alongside general traffic lanes. To the north, the street has a hatched central median representing 'spare' space between general traffic lanes which are bounded by on road cycle lanes in each direction. There are a number of pinch points along the road at bridges where the width of the carriage way is restricted.

2.19 There is some existing street parking on the east side of Scrubs Lane in the area of the Cumberland Park Factory, as well as the residential properties and north of the junction with Waldo Road.



Existing open spaces

2.20 Scrubs Lane retains much of the historic openness of the landscape with the road providing elevated positions over the canal and railway. Key spaces adjacent to the street include the Grand Union Canal and its adjacent spaces, Mary Seacole Memorial Garden, Wormwood Scrubs, Little Wormwood Scrubs, St Mary's Cemetery and the railway verges which although inaccessible are important wildlife corridors.

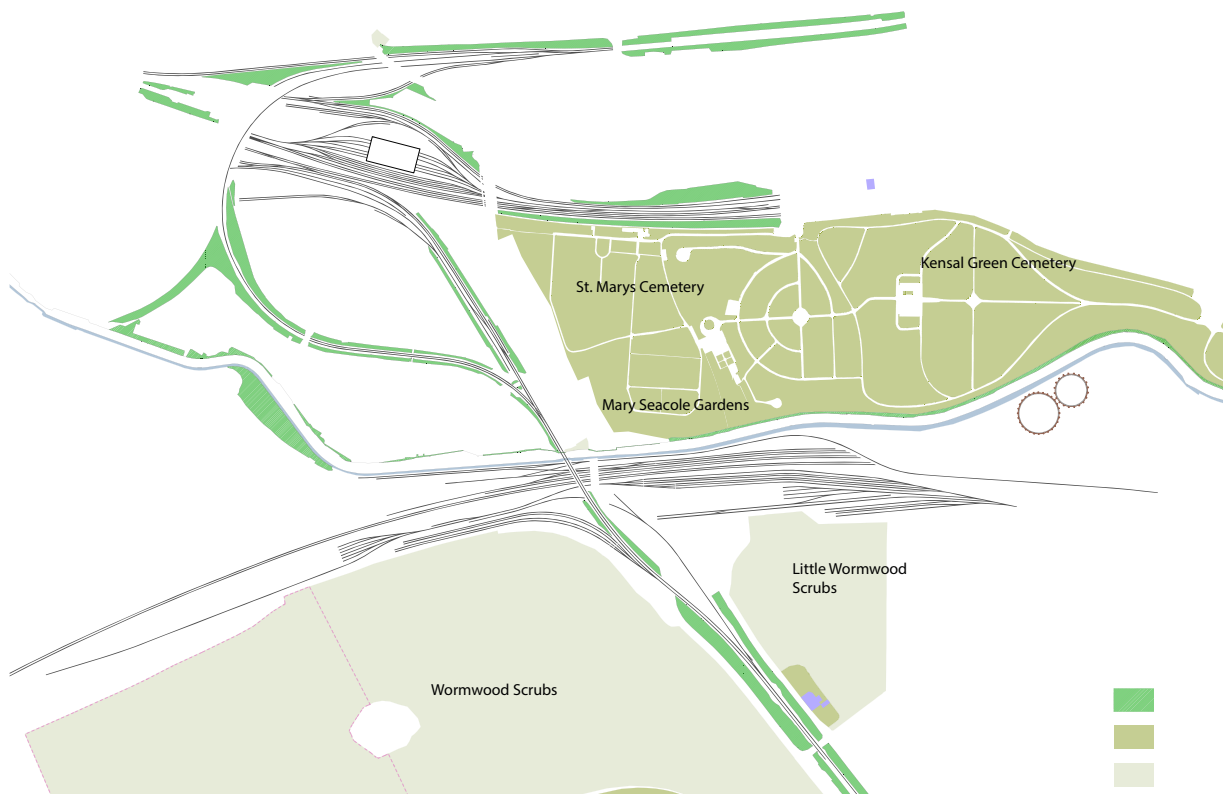
2.21 Although there are significant open spaces along and close to Scrubs Lane there are few play spaces for younger children in the area and connections to these are along busy roads. The adventure playground and One o'Clock Club at Little Wormwood Scrubs provides play opportunities across age groups, however accessibility and connections from the area north of the canal to this space are poor.

2.22 Key sites of metropolitan importance within the study area include Wormwood Scrubs which is protected through the The Wormwood Scrubs Act, passed in 1879 by Parliament, which aims to create a "metropolitan exercising ground" for the military and to provide the Scrubs for "the perpetual use by the inhabitants of the metropolis for exercise and recreation".

2.23 The All London Green Grid identifies opportunities within the Scrubs Lane area. This includes links into Kensal Green Cemetery. The cemetery was the first of the Magnificent Seven Victorian cemeteries to be built. The London Green Grid also seeks to promote and enhance the cultural offer and environmental quality of these Victorian cemeteries.

2.24 The Grand Union Canal is part of a key strategic east west connection which links to the Regent's Canal, the Thames in the east and up to Birmingham in the Midlands.

2.25 Mary Seacole Memorial Garden on the northern embankment of the canal is located between road and rail bridges. This provides a small public green space at the canal edge with seating and access to the private moorings on the north side of the canal.



Existing land uses

2.26 The area along Scrubs Lane is currently predominantly designated as an Strategic Industrial Location. The OPDC draft Local Plan proposed to remove this designation and deliver a mix of uses along the street.

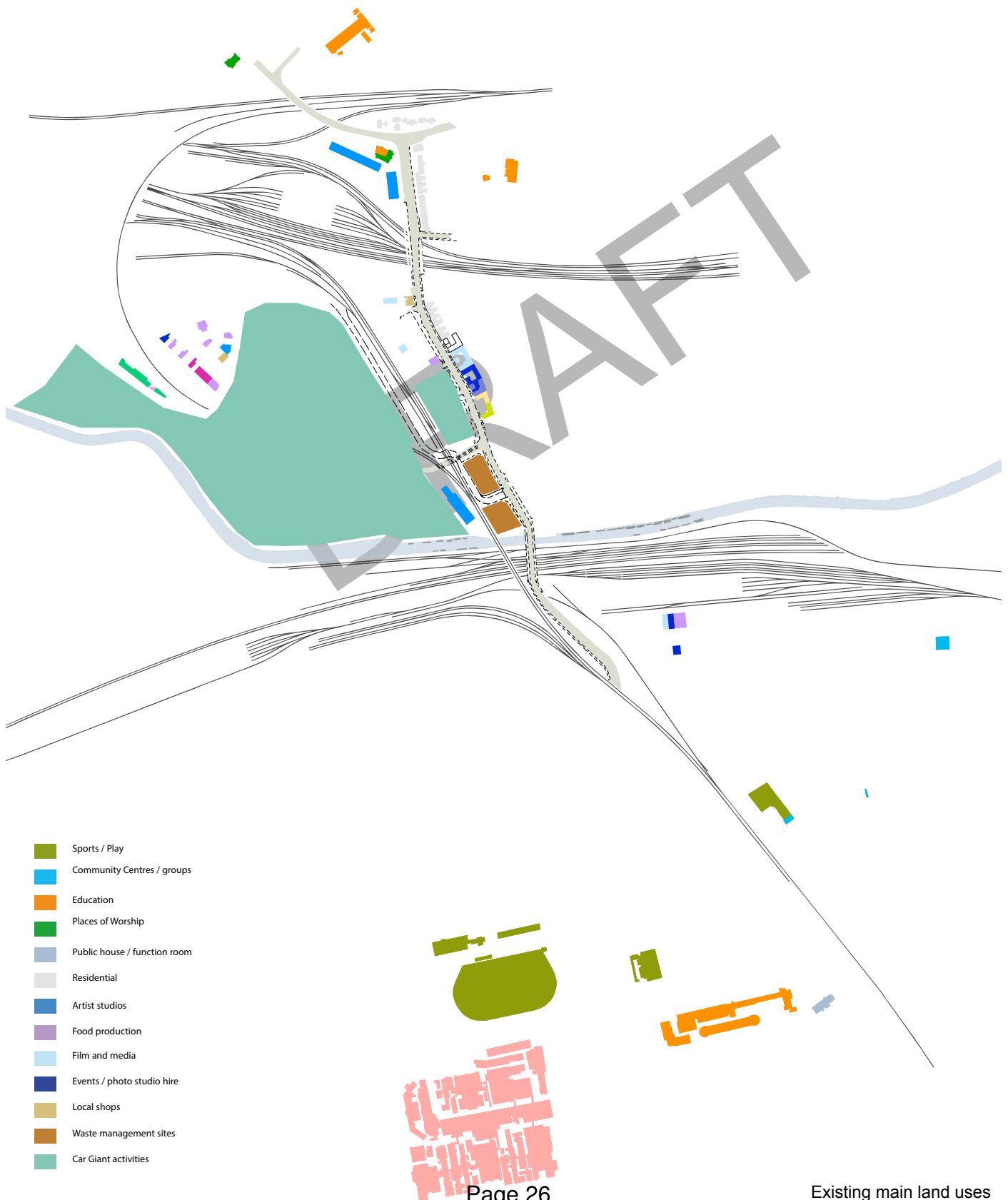
2.27 The majority of existing land uses are workspaces for SME and micro businesses with waste management facilities and Car Giant also having a significant presence. As set out in the map below, these are also joined by a number of community uses including the City Mission Church and associated nursery. Outside of the study area there is a rich mix of community and recreational facilities in the surrounding area but connections and access to these from Scrubs Lane is poor.

2.28 Housing is located in College Place and across Harrow Road in the north of Scrubs Lane, in the collection of terraces adjacent to St. Marys Cemetery and adjacent to the Scrubs Lane in the south in North Kensington.

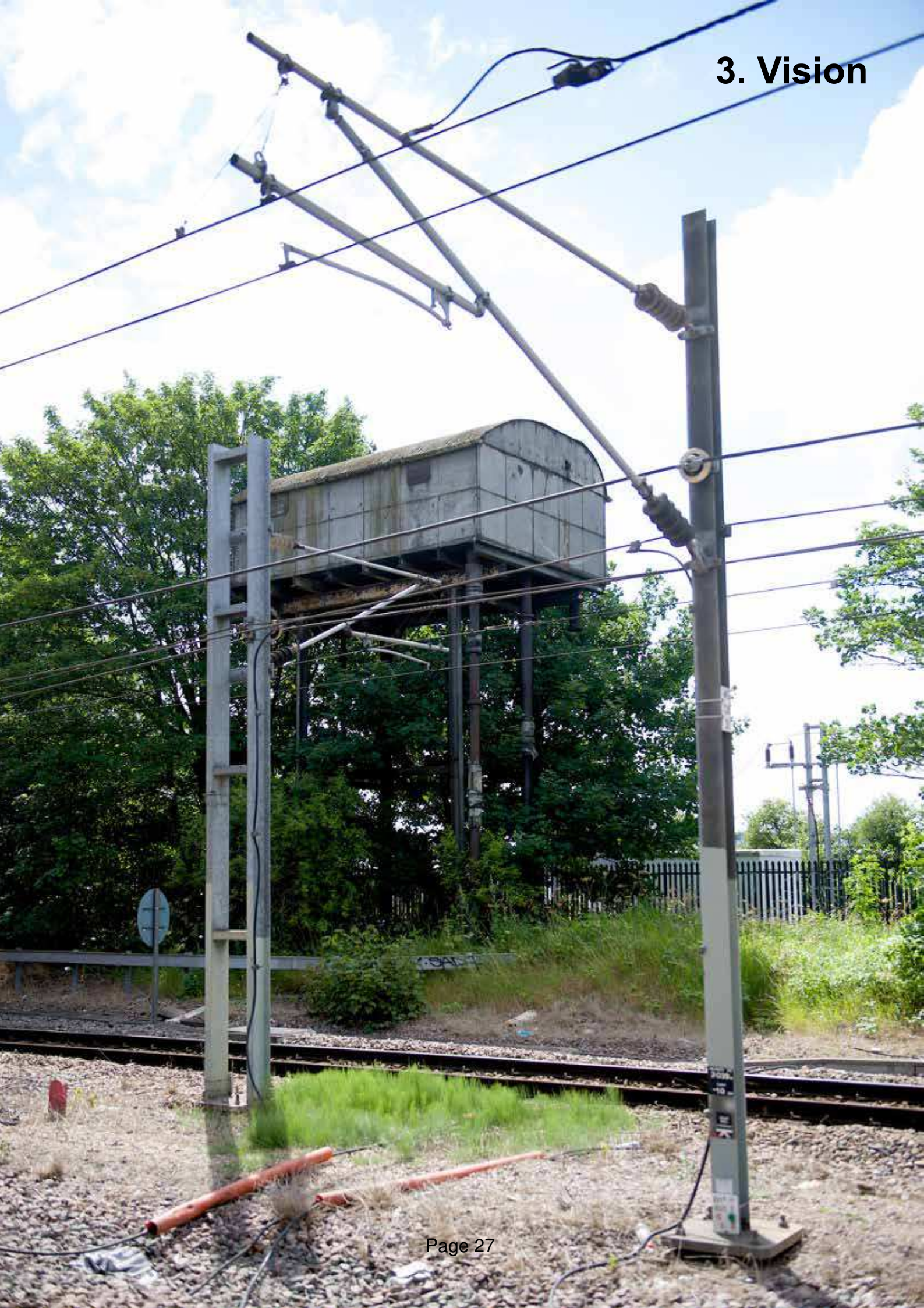
2.29 The existing workspace is home to a vibrant business community whose activities are not immediately obvious to the passerby. Along Scrubs Lane there are five economic sectors with a strong presence:

- artists and makers
- food production
- film / media production
- waste facilities
- Car Giant

2.30 Further work will continue to be undertaken to get a complete understanding of existing businesses and land uses operating in the area.

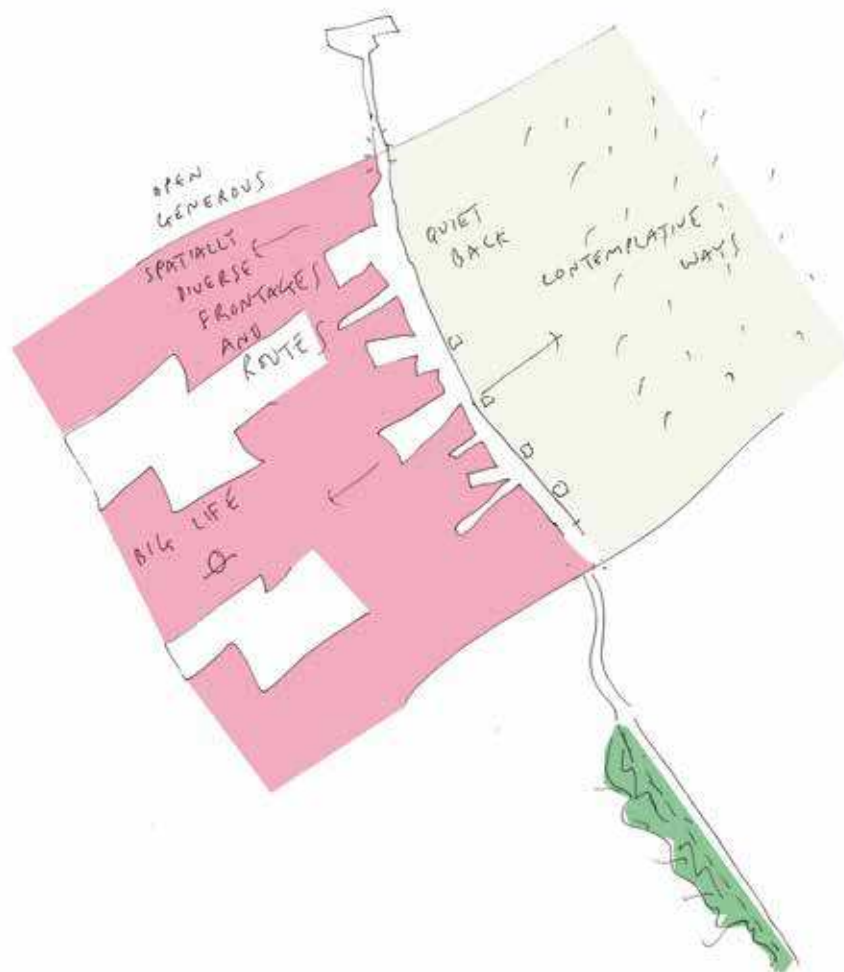


3. Vision

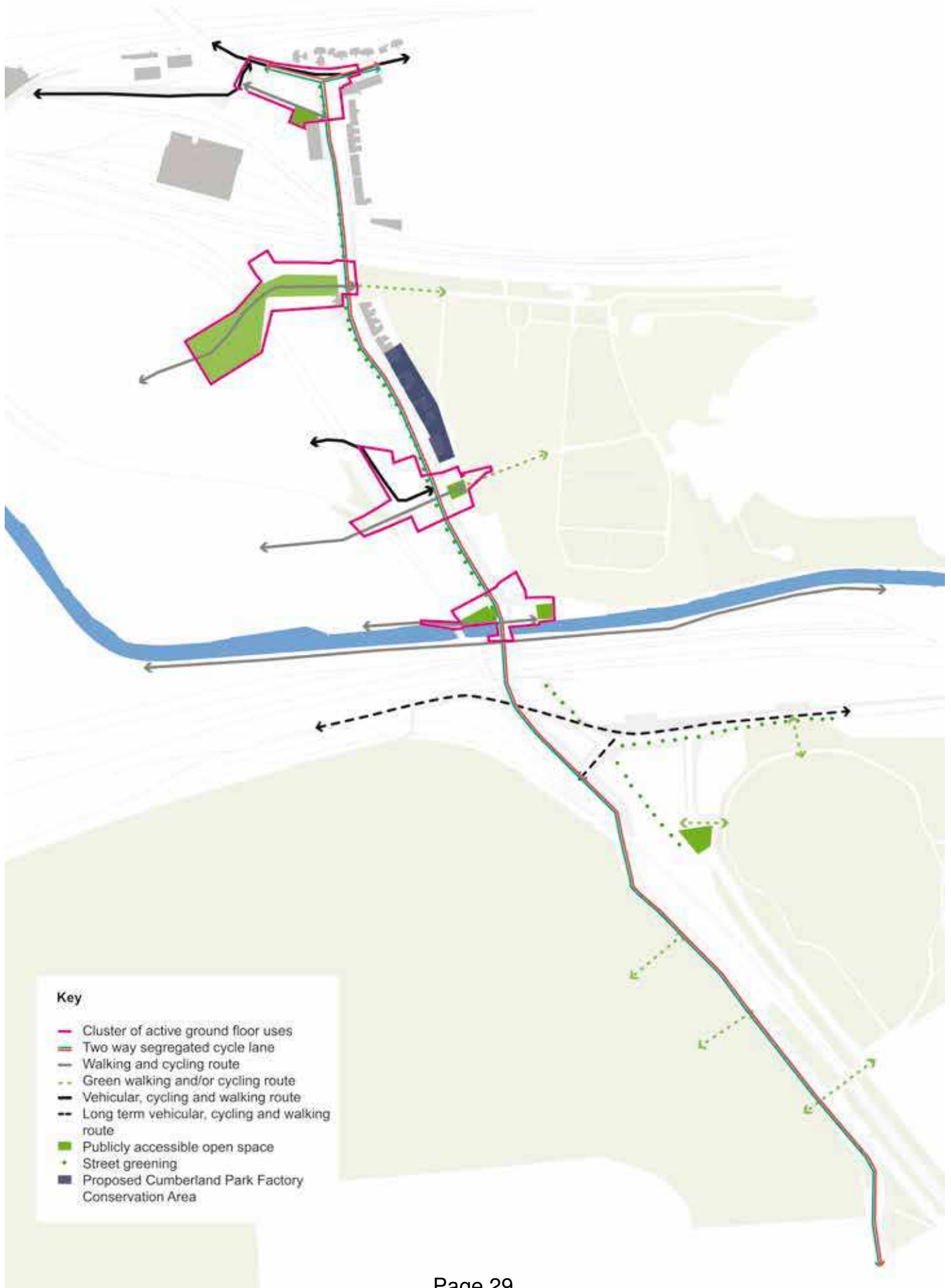


Vision

Scrubs Lane will be a characterful and well connected street sitting as a hinge between east and west. Development will continue its employment heritage and will integrate space for living, creating and working.



Vision map



4. Principles



Principle 1 – A key connector

Strengthening Scrubs Lane as a busy north-south connector route for road and rail transport.

Justification

4.1 Scrubs Lane will continue to be a busy connector route for traffic. Following the redevelopment of Old Oak North, current levels of HGV freight traffic on the street are likely to fall. This traffic will likely be replaced with new bus routes serving the increased population and new vehicular and servicing access requirements. The railways will also continue to be busy connections.

4.2 Scrubs Lane will also continue to be a key north-south route connecting Harlesden in the north to White City and Shepherd's Bush in the south. To support this role, it is important that development along Scrubs Lane is designed in a way that responds to the fact that Scrubs Lane and the railways will always be busy routes. As such, new uses will need to be designed to mitigate these impacts and it is unlikely that housing on the ground floor directly onto Scrubs Lane will be appropriate.

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Principle 1 – map



Principle 2 – Connecting east to west

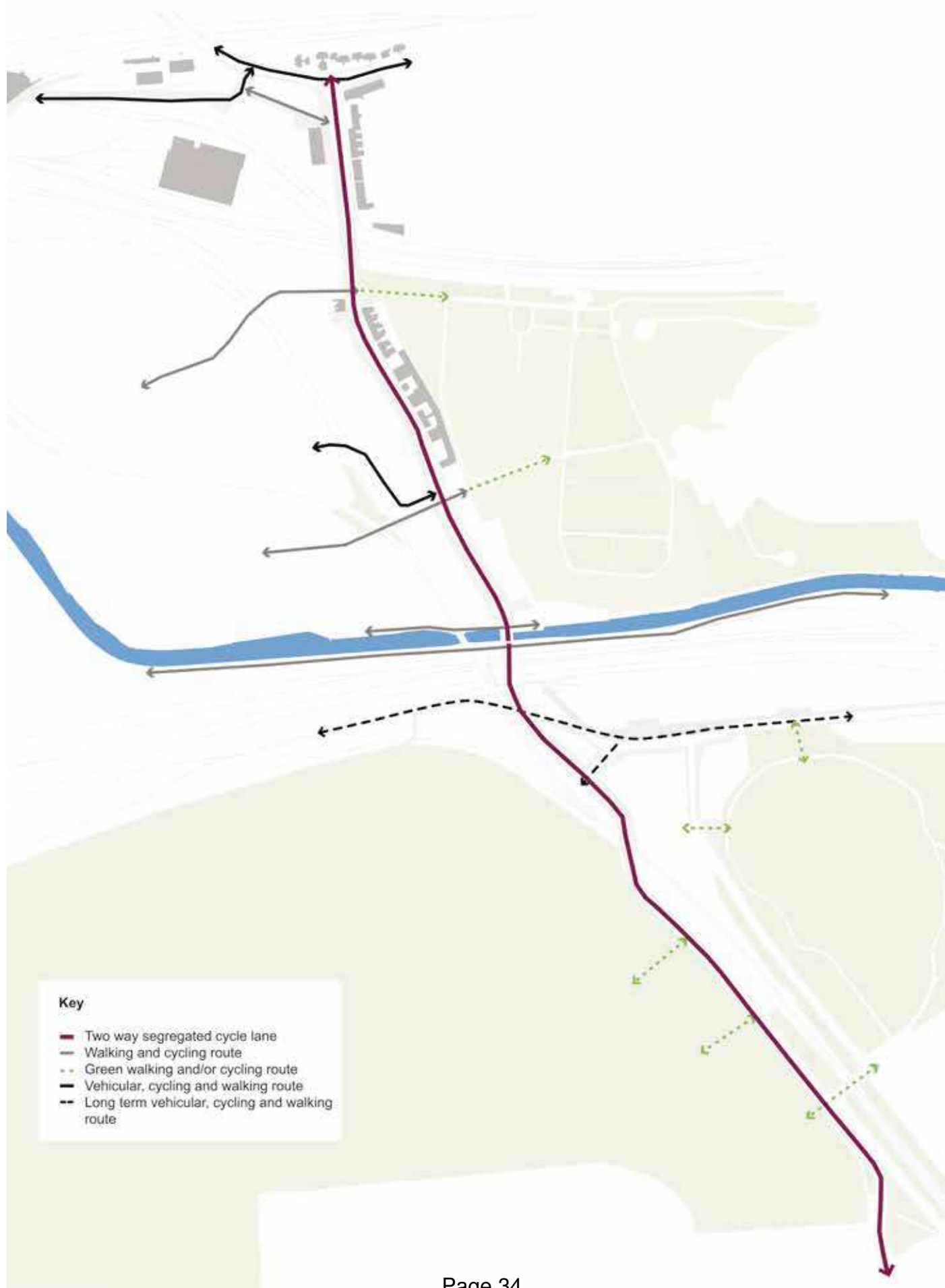
Delivering new and improved east to west routes

Justification

4.3 To support existing and new communities reach destinations within and to the east and west of Scrubs Lane, five new and improved connections are proposed. These connections include:

1. Harrow Road - walking and cycling access to the new Old Oak High Street.
2. Laundry Lane - providing walking and cycling access to Old Oak Gardens park and improved walking access into St. Mary's Cemetery and Kensal Green Cemetery.
3. Hythe Road - providing vehicular, walking and cycling access to Old Oak North and walking access into St. Mary's Cemetery and Kensal Green Cemetery.
4. Grand Union Canal - providing walking and cycling access on the northern side to Old Oak North and under Mitre Bridge to Mitre Wharf; improving the canal towpath on the southern side as a key east to west walking and cycling route.
5. Wormwood Scrubs Street - in the longer term, seeking to improve the walking, cycling and vehicular east to west access, to connect Old Oak Common Station and the IEP Depot to the Mitre Industrial Estate and on to Kensal Canalside Opportunity Area. This may be delivered in multiple phases.

Principle 2 – map



Principle 3 – A well-defined street

Delivering a well-defined street framing a 2-way cycle lane and a wider footpath on the western side of the street and an improve footpath on the eastern side of the street.

Justification

4.4 Scrubs Lane will continue to be a busy route for traffic. As such, building frontages and the public realm should respond to this and to provide a pleasant street environment for pedestrians and cyclists. The potential development sites along Scrubs Lane provide the opportunity to deliver a new two-way segregated cycle lane with a generous width footpath while supporting the flow of traffic. To the north of the Grand Union Canal, a large number of development sites are on the west of the street as well as the majority of future Old Oak destinations also being to the west. Reflecting these opportunities, the segregated cycle lane and widened footpath is proposed to be on the western side of Scrubs Lane.

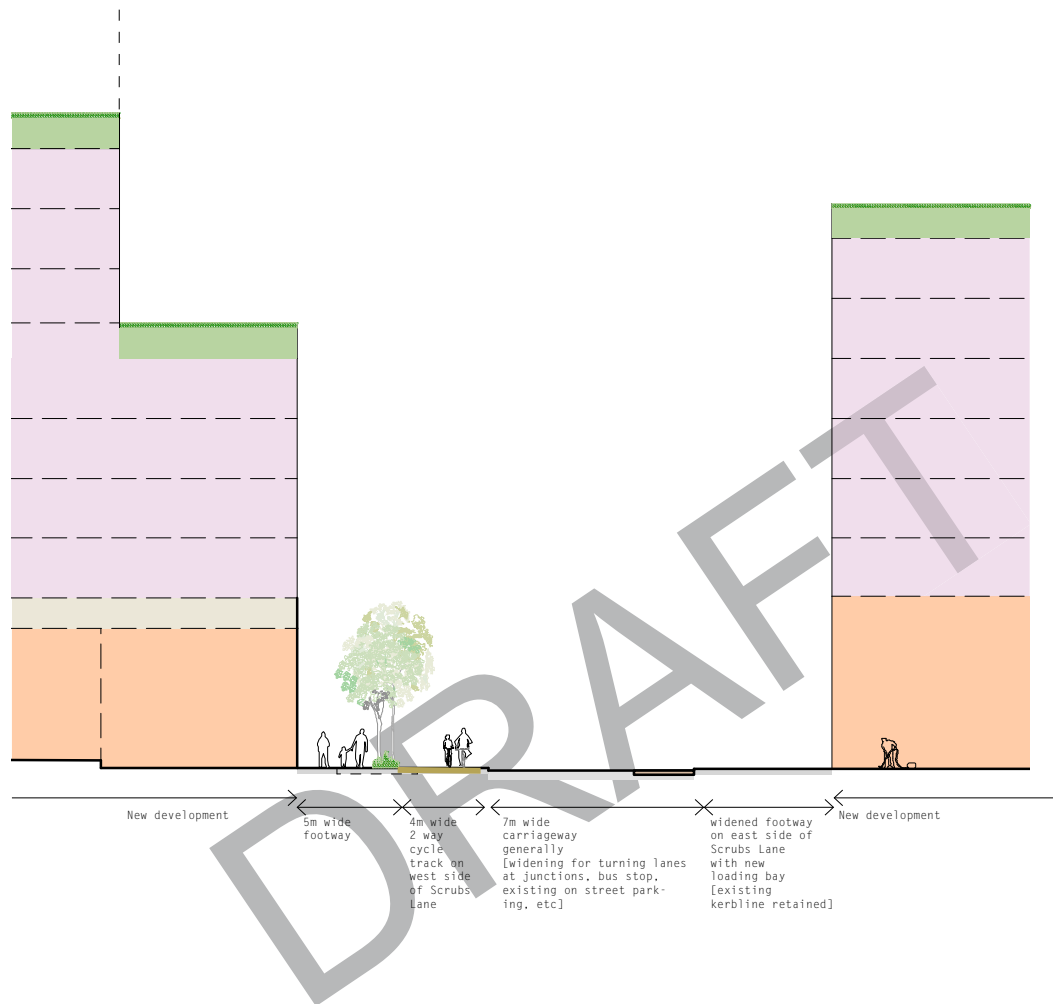
4.5 Development should contribute to:

Footpath	5m wide footway on the western side to provide a pleasant walking environment, space for new tree planting. This will enable active uses to spill out onto the street to add vibrancy and character. Improved footpath on the eastern side with new development set back to enlarge the public realm where feasible.
Cycle Lane	4m wide 2 way segregated cycle way (3m wide at pinch points under bridges and at bridges) delivered in accordance with the latest TfL cycle design standards on the western side of Scrubs Lane.
Carriage way	7m wide (10.5m at junctions to accommodate turning) to enable the flow of traffic. Development and new road alignments will need to ensure the continued operation of uses within Old Oak. Detailed transport modelling will be required on a case by case basis.
Parking and servicing	Prioritising off street servicing for new development using a carefully managed approach to protect residential amenity. This reflects Scrubs Lane as a busy route and the potential for on-street servicing to impact on movement and access into Old Oak.

4.6 As part of the above proposals, improved crossing points, location of bus stops, laybys, parking, service entries and side entries will be carefully designed together within the context of a substantially improved public realm made up of available footway spaces and the interface with private land ownerships.

4.7 To ensure an appropriate sense of enclosure to the street, development will need to deliver well-defined frontages with clear edges that define private, semi-public and public spaces.

Principle 3 – illustrative street section



Principle 3 – map



Principle 4 – Clustering active uses

Clustering a range of diverse publicly accessible uses (permanent and meanwhile) at key points of east-west movement.

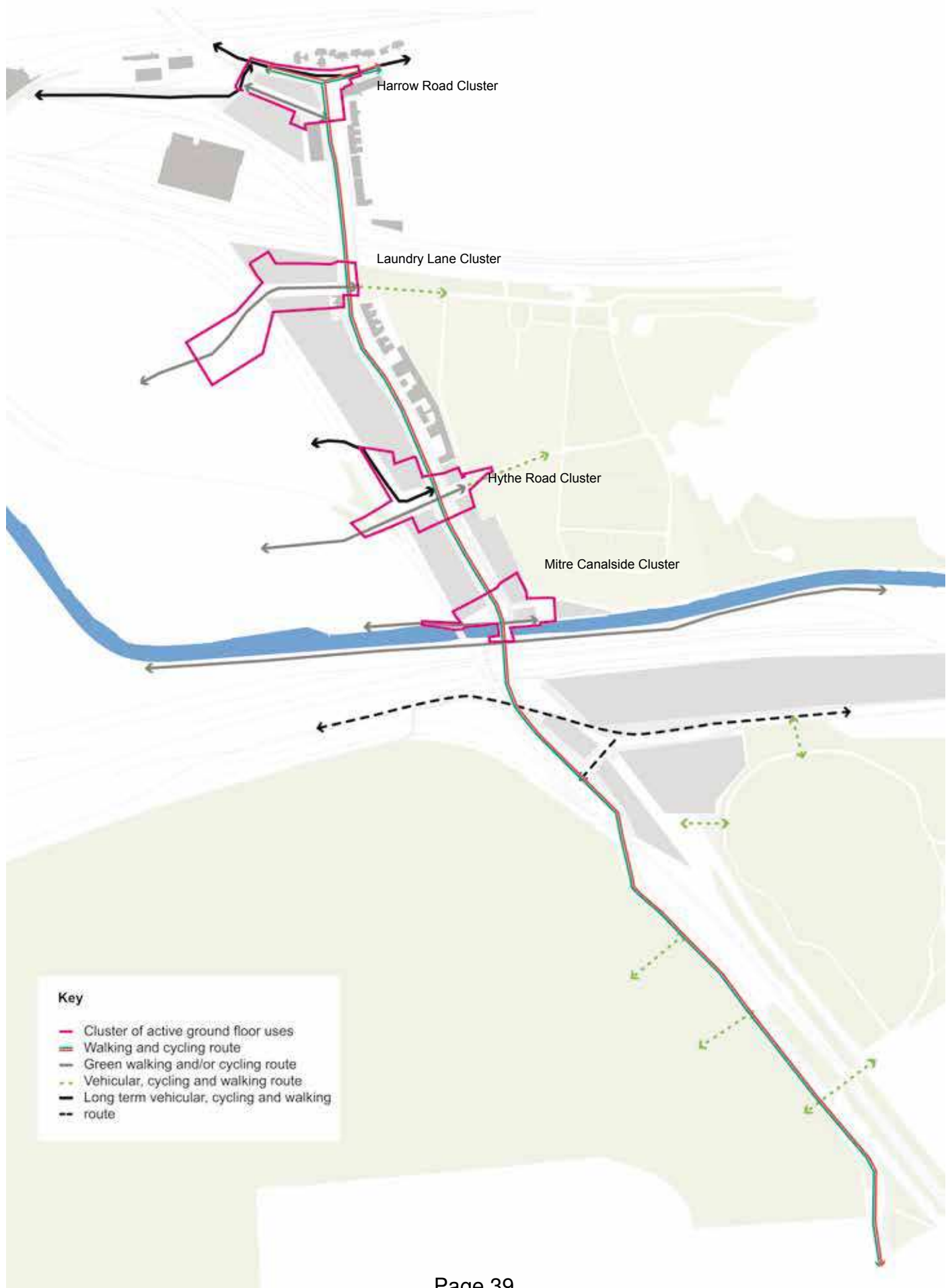
Justification

4.8 The early delivery of development along Scrubs Lane presents a number of challenges to the delivery of successful placemaking and sustainable communities. New development will need to ensure the provision of sufficient uses to serve the emerging community while the wider area of Old Oak continues to be developed. Within the specific context of Scrubs Lane, clusters have a key role and delivering a sustained presence of active uses that will support existing and new residents, add life to the street and ultimately support the delivery of Lifetime Neighbourhoods.

4.9 Clusters should be located on new and improved east-to-west connections to ensure land uses benefit from a greater intensity of movement and activity. The relatively higher amount of people moving along these routes will be critical to maintain the viability of these uses during the early development phases.

4.10 These active uses will differ across each of the identified clusters depending on each cluster's specific character. However, typically they will be expected to include a mixture of retail, leisure, community and employment uses that have a good relationship to the street. These uses could be permanent or temporary and have the potential to provide an 'activation' role in helping to draw people to the area to activate and build a sense of place and community.

Principle 4 – map

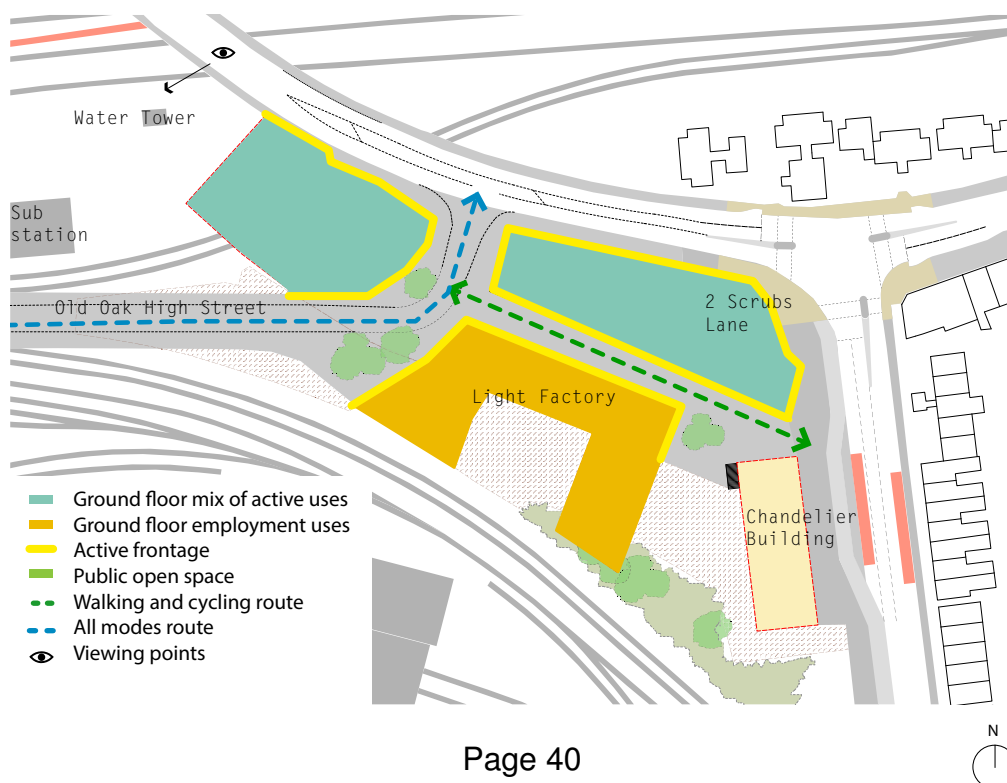


Harrow Road Cluster

Vision: A community and employment focused location framed by prominent corner of Harrow Road and Scrubs Lane and a new Old Oak High Street connecting to Willesden Junction.

Principles:

- a. Delivering a new walking and cycling connection from Old Oak High Street to Scrubs Lane;
- b. Clustering publicly accessible active employment and community uses along Harrow Road and the new route south of Harrow Road;
- c. Delivering residential uses above the ground floor facing the railway, Scrubs Lane and Harrow Road with potential for ground floor housing facing onto the new route;
- d. Reproviding a church use and associated community nursery use floorspace on site at 2 Scrubs Lane;
- e. Exploring the potential for locally listing the Chandelier building to retain its continued use as employment floorspace;
- f. Exploring the potential for locally listing the Willesden Junction Electrical Sub Station for meanwhile and employment use in the short term and ensuring that if redeveloped or refurbished in the longer term that it informs character of future development;
- g. Exploring the potential for locally listing the Railway Water Tower and seeking its restoration and lighting in the short term and ensuring that if redeveloped or refurbished in the longer term that it informs character of future development;
- h. Locating a single taller building at the south western corner of the Scrubs Lane and Harrow Road junction;
- i. Ensuring massing of development does not adversely impact on College Place and housing to the north of Harrow Road;
- j. Creating a well-defined active frontage onto Scrubs Lane, Harrow Road and the new access route;

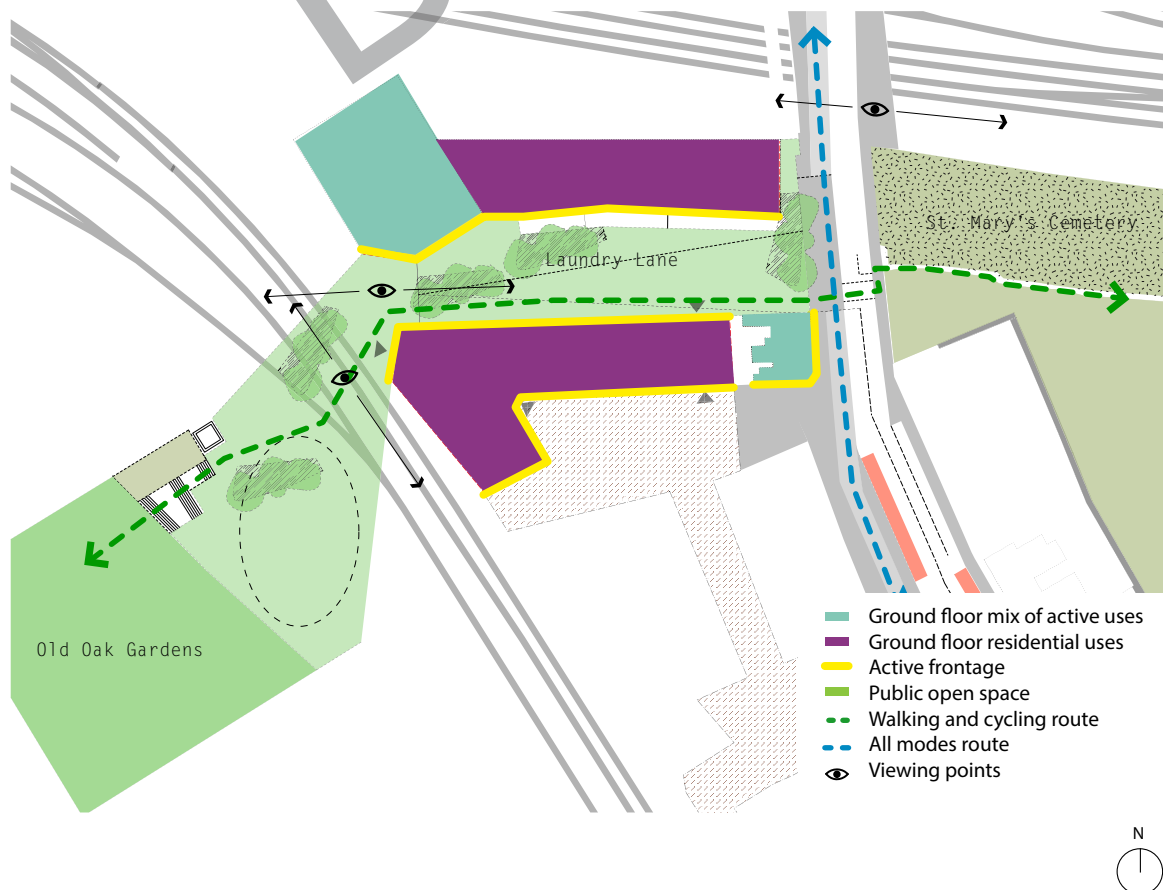


Laundry Lane Cluster

Vision: A community focused green landscaped route fronted by housing and community uses linking Old Oak Gardens and St. Mary's Cemetery.

Principles:

- Contributing towards a wide and accessible green landscaped bridge and a public green open space including an east-west walking and cycling route between Old Oak Gardens and St. Marys Cemetery that addresses level changes and mitigates impacts of noise generated by the Powerday access road and railline;
- Ensuring the bridge provides a high quality connection responding to its envisaged delivery across different phases;
- Delivering new publicly accessible open space at Old Oak Gardens;
- Delivering a high quality crossing across Scrubs Lane and space to deliver improved access into St. Mary's Cemetery;
- Clustering residential uses with front doors onto Old Oak Gardens and Laundry Lane;
- Clustering community uses and social infrastructure on locations fronting Old Oak Gardens and the green bridge space;
- Delivering views along the railway from the green landscaped bridge;
- Locating a single taller building adjacent to the green bridge on the northern side; and
- Exploring the potential for locally listing the remaining Victorian corner terrace including ghost signage.

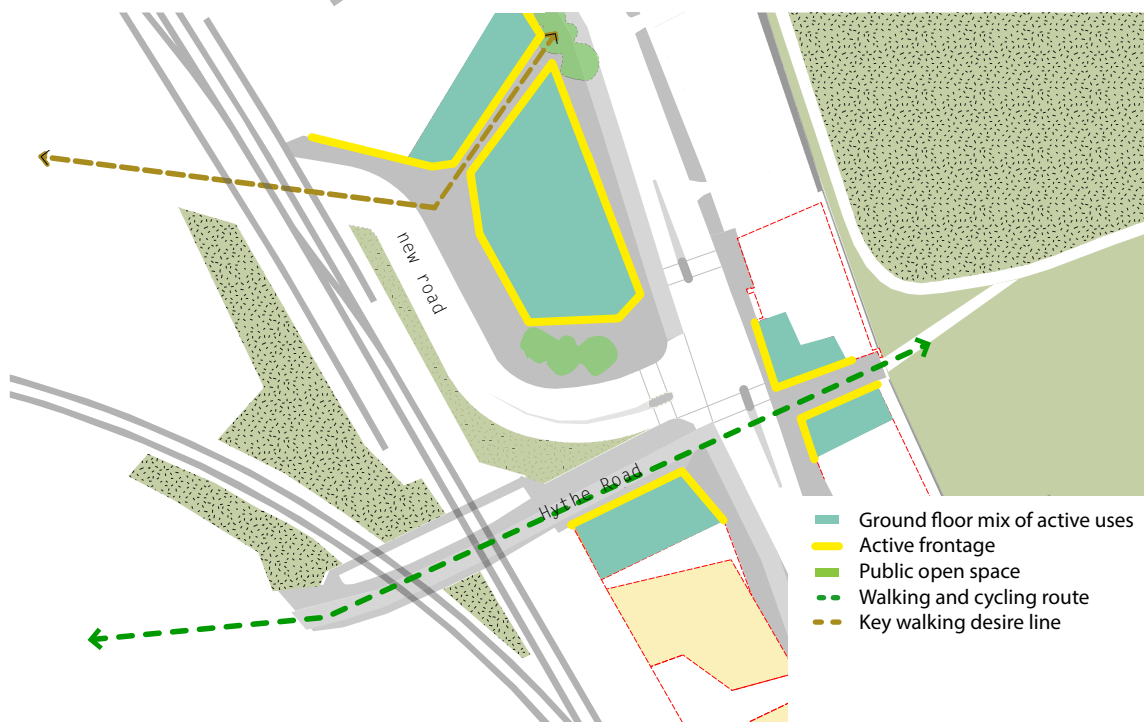


Hythe Road Cluster

Vision: A retail, leisure and community focused route framed by railway and industrial heritage that connects Old Oak North and St. Mary's Cemetery.

Principles:

- a. Clustering active uses, including retail, employment and meanwhile uses at the junction of Hythe Road, Scrubs Lane and the new Old Oak North access road;
- b. Enhancing Hythe Road as a walking and cycling green route that is successfully integrated with the Rolls Royce Building, adjacent railway structures and spaces;
- c. Delivering a new vehicular connection as the primary east to west vehicular link to Old Oak North that integrates high quality new walking and cycling routes and manages level changes to support walking desire lines;
- d. Integrating vehicular access to Powerday and EMR sites with this new route in the long term (this aspiration is subject to further feasibility and deliverability that will need to be undertaken before this can be confirmed) to release land for workspace yards, walking and cycling route and/or publicly accessible space south of Hythe Road;
- e. Providing a crossing across Scrubs Lane to deliver a new walking and cycling route and access point into St. Mary's Cemetery from Hythe Road;
- f. Delivering new publicly accessible open space at the new access point into St. Mary's Cemetery;
- g. Locating a single taller building at the south western corner of the Scrubs Lane and Hythe Road junction; and
- h. Ensuring the heritage of the railway infrastructure and associated spaces is celebrated and enhanced and that new development responds appropriately to potential impacts.

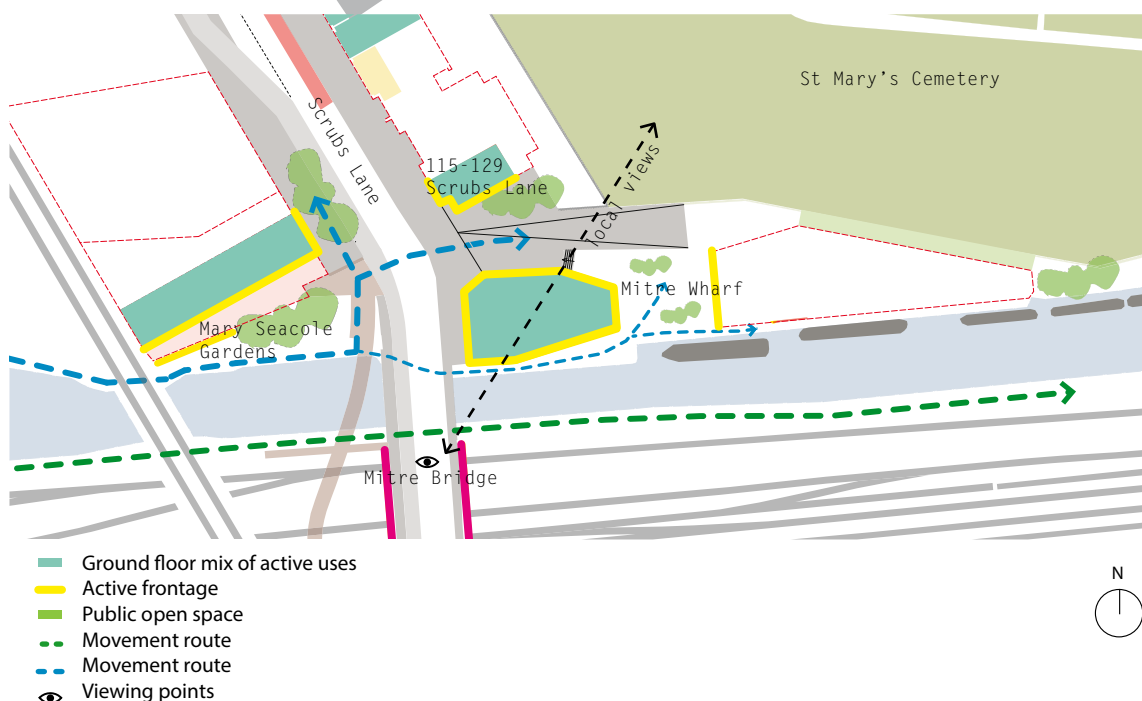


Mitre Canalside Cluster

Vision: A leisure and community focused canalside location that celebrates the striking relationship of infrastructure and canal heritage with active canal-side spaces.

Principles:

- a. Locating taller elements at 115-129 Scrubs Lane;
- b. Clustering publicly accessible active community, leisure and eating/drinking uses facing on to Mary Seacole Gardens, the Grand Union Canal and at the junction between 115-129 Scrubs Lane and Mitre Wharf to improve access to the canalside space;
- c. Contributing towards the enhancement of Mary Seacole Gardens with landscaping improvements and building set backs to increase its size and improve its accessibility;
- d. Ensuring massing and height of development at Mitre Wharf supports views to St. Mary's Cemetery and Mitre Bridge by stepping up to the east away from Scrubs Lane while responding well to development at 115-129 Scrubs Lane;
- e. Delivering new public realm and access to the canal at Mitre Wharf;
- f. Contributing to the improvement of walking and cycling access from Mitre Bridge to the canal towpath and along the north of the canal;
- g. Exploring the delivery of a new walking and cycling bridge alongside Mitre Bridge;
- h. Delivering high quality public realm that integrates level changes and supports walking and cycling routes;
- i. Ensuring development proposals enhance the character of Mitre Bridge;
- j. Delivering views along the canal, to St. Mary's Cemetery from Mitre Bridge and to Kensal Canalside Opportunity Area; and
- k. Delivering new residential, leisure and visitor moorings.



Principle 5 – Delivering green infrastructure

Delivering multifunctional green infrastructure through:

- a. A series of new linear multifunctional open spaces perpendicular to Scrubs Lane;
- b. A network of publicly accessible open spaces at:
 - an improved and enlarged Mary Seacole Gardens;
 - new canalside spaces at Mitre Wharf;
 - new publicly accessible green open space and green link at Laundry Lane;
 - new publicly accessible open space south of Harrow Road;
 - new publicly accessible open space at Hythe Road; and
 - new publicly accessible open space adjacent and connected to Little Wormwood Scrubs.
- c. A mix of yard spaces for employment uses and private and communal open spaces for housing;
- d. A range of street and surface greening; and
- e. Improved walking and cycling access to Wormwood Scrubs, Little Wormwood Scrubs and St. Mary's Cemetery from Scrubs Lane.

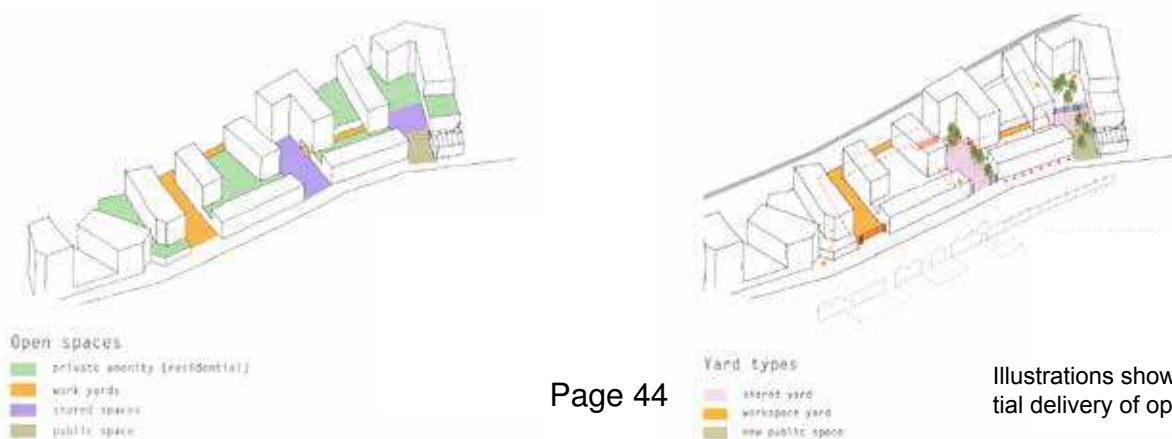
Justification

4.11 With the role of clusters for focusing activity at specific points along Scrubs Lane, clusters also serve as a mechanism to guide the location of new public open spaces and public realm improvements where these will benefit the most people. To support the amenity of new and existing communities, these should be delivered as soon as possible.

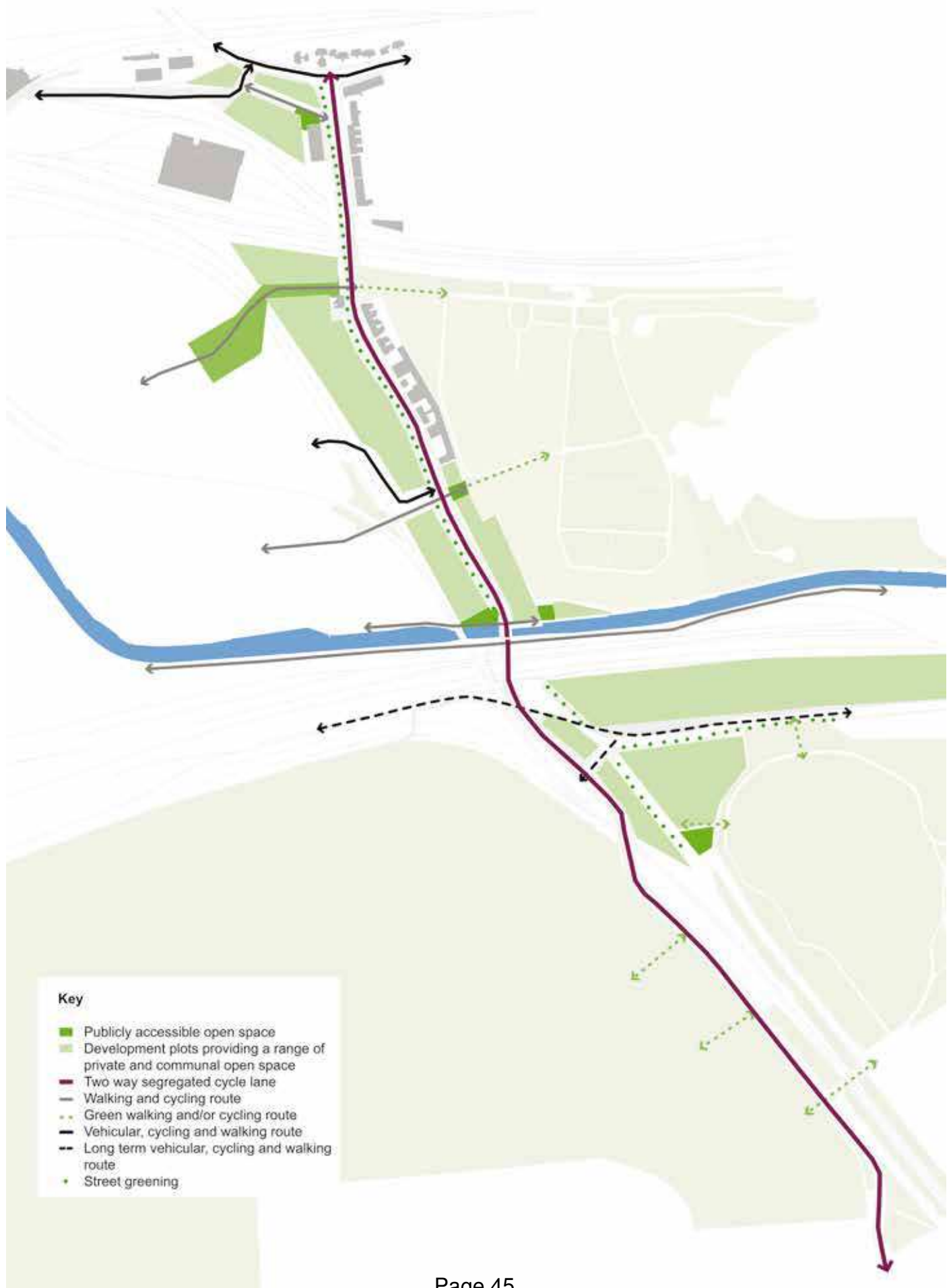
4.12 Along Scrubs Lane, yard spaces are a significant element of the historic industrial/employment character of the Cumberland Park Factory Conservation Area. To support and continue this character, new development should deliver yards for servicing commercial development and as communal and/or private residential open space. Yards can be green or hard landscaped and should include sustainable drainage measures and other elements of green infrastructure.

4.13 The presence of the West London Line Railway to the west of Scrubs Lane also provides an opportunity for delivering yard spaces for employment uses to act as a buffer between the railway and residential uses and also provide space for employment activities. The use of these yards for employment activities would need to be appropriately managed to protect residential amenity and impacts on traffic movement.

4.14 In addition to this principle, OPDC will be publishing its Environmental Standards. These will inform the OPDC draft Local Plan by providing further detail for delivering environmental sustainability across Old Oak and Park Royal, including Scrubs Lane.



Principle 5 – map



Principle 6 – Mixing homes and workspace

Principle: Delivering a minimum of 2,600 new homes and space for 2,000 jobs by:

- a. providing high quality and affordable SME workspace to support the local economy;**
- b. delivering housing above the ground floor facing onto Scrubs Lane and the rail lines with opportunities for housing at the ground floor off the street including facing onto new open spaces and yard spaces.**

Justification

4.15 The OPDC Development Capacity Study identifies that development sites along Scrubs Lane could deliver a minimum total 2,600 new homes and space for 2,000 new jobs. This is the total figure for development in Scrubs Lane, however emerging information to support the Local Plan identifies that 1,900 new homes and space for 2,000 jobs could be delivered during the Local Plan 'plan period' until 2037. The SPD and Local Plan will provide guidance for how these uses could be delivered in terms of their mix and form.

4.16 Scrubs Lane has a history of providing a home for SME workspace, reflected in the built form and light industrial and office uses found along the street today. These include the Cumberland Park Factory, Chandelier Building, Light Factory, Cumberland Business Park and the Mitre Industrial Estate. These SME uses contribute positively to the local economy and to the unique character of Scrubs Lane. As such, OPDC is seeking to retain and increase the amount of SME employment floorspace along Scrubs Lane.

4.17 New workspace will likely be delivered with housing. As such careful consideration will need to be given to support the functioning of the workspaces, residential amenity and the transport role of Scrubs Lane. The SPD will provide further guidance as to how workspaces could be delivered, including recommendations for space and servicing requirements and for securing affordable workspaces. The success of new employment workspace on Scrubs Lane will be dependent on the design quality of workspace units, including ground to floor ceiling heights, suitable size for a range of functions, servicing and flexibility to enable modifications.

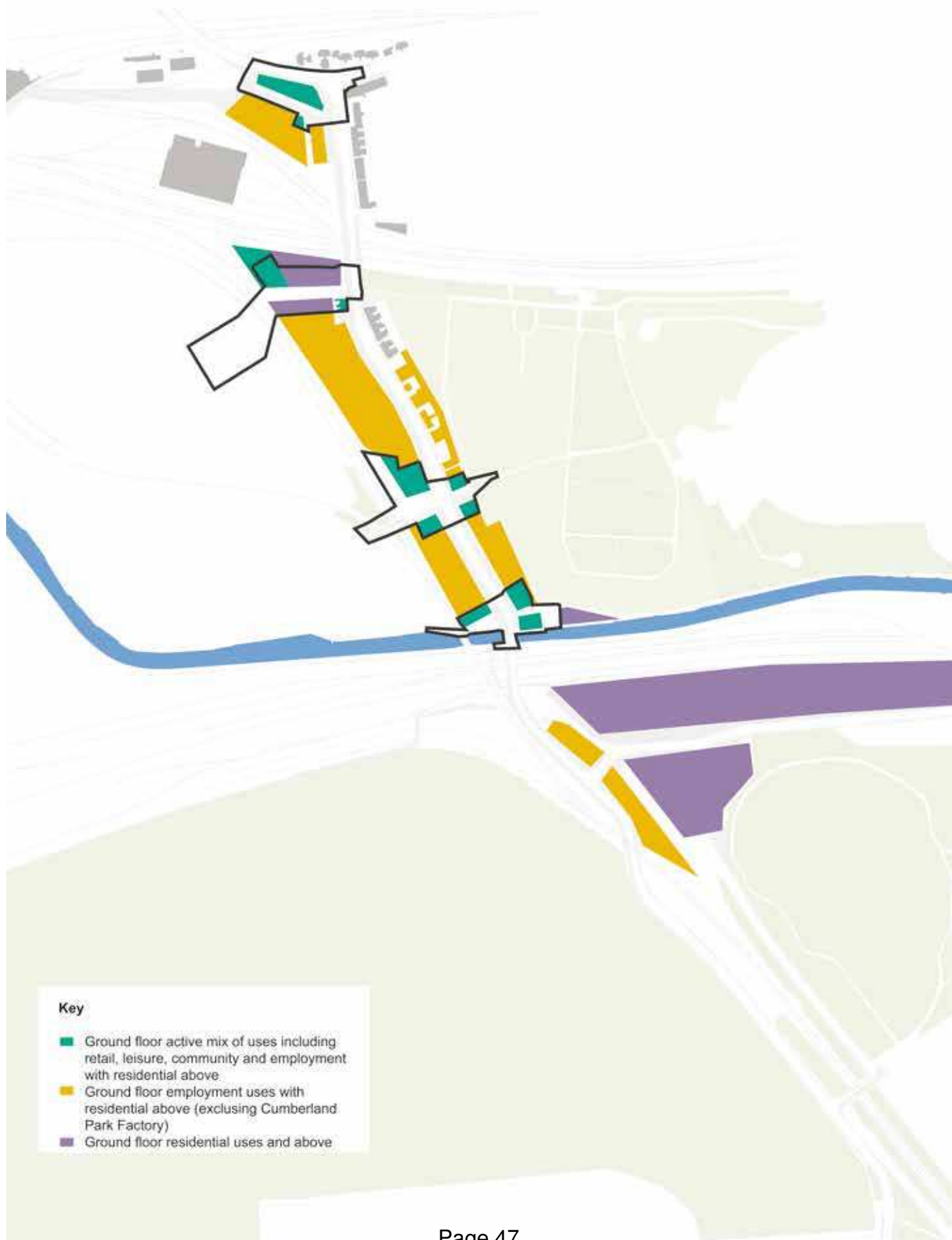
4.18 OPDC have been working closely with colleagues at the London Legacy Development Corporation in East London to understand how best to deliver these aspirations using lessons learnt from Hackney Wick.

4.19 Housing will need to respond to the impacts of the transport functions of Scrubs Lane and the railways alongside the impact of the wider development of Old Oak in the short and medium term. As such, the housing should be delivered above ground floor when facing onto Scrubs Lane and rail lines, and at ground level away from Scrubs Lane, such as along Laundry Lane.

4.20 OPDC will be working with stakeholders to capture the benefits of housing development to help deliver the Mayor of London's priority for delivering affordable housing alongside securing long-term affordable workspace through the use of planning conditions and other mechanisms. Any proposal will be subject to a detailed viability analysis to inform its determination and on a case by case basis a balance will need to be reached.

4.21 In addition to new homes and workspaces, principle 8 sets out the intentions for delivering social infrastructure. The OPDC draft Local Plan will be providing further guidance for delivering this and securing affordable housing.

Principle 6 – map



Principle 7 – Responding to character

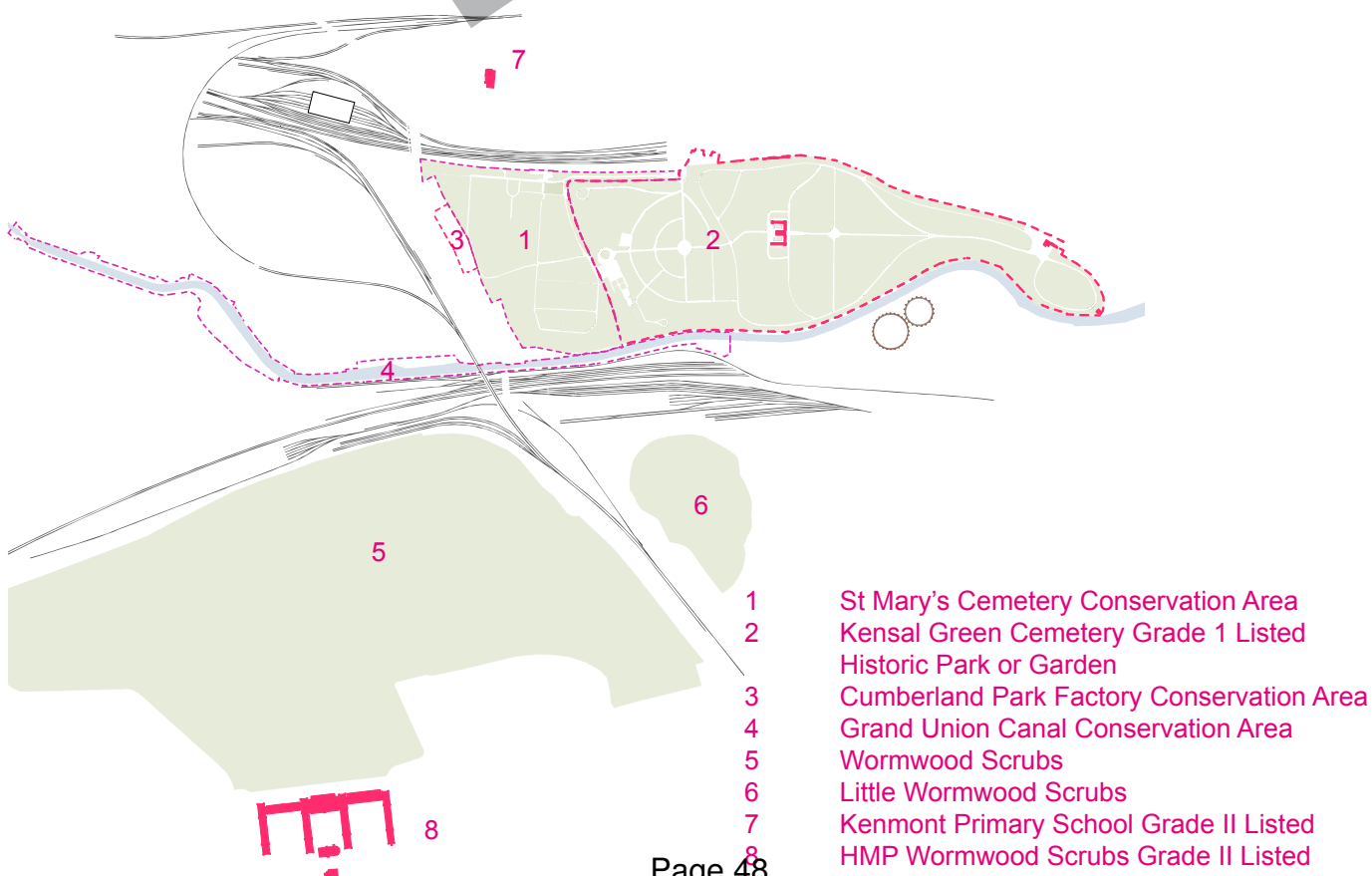
Principle: Delivering a high quality place that responds to heritage assets, open spaces, the Grand Union Canal and the railway.

Justification

4.22 Scrubs Lane has, and is surrounded by, significant heritage assets resulting from its industrial and transportation history. This includes the railways, Grand Union Canal, Wormwood Scrubs, Little Wormwood Scrubs, Cumberland Park Factory Conservation Area and the concentration of diverse and creative SME (and micro) businesses along and behind from the street. Combined with the St. Mary's Cemetery Conservation Area and the Kensal Green Cemetery Grade 1 Listed Historic Park or Garden, Scrubs Lane has a rich historical context which development needs to recognise.

4.23 Design proposals should have regard to the requirements of all relevant policy and guidance set out in the NPPF, NPPG, London Plan and OPDC draft Local Plan including how best to conserve and enhance heritage assets. When setting out design proposals, a full and detailed discussion with OPDC, Historic England and the Greater London Authority will be required to assess how best to balance heritage priorities alongside the delivery of new and affordable homes.

4.24 To the south of the canal, Scrubs Lane runs between Wormwood Scrubs and Little Wormwood Scrubs. Access to and between these open spaces is restricted by barriers created by railway embankments, existing buildings and the street itself. To help people get to these open spaces, sensitive new connections and improvements to existing connections should be delivered.



Principle 8 – Supporting thriving communities

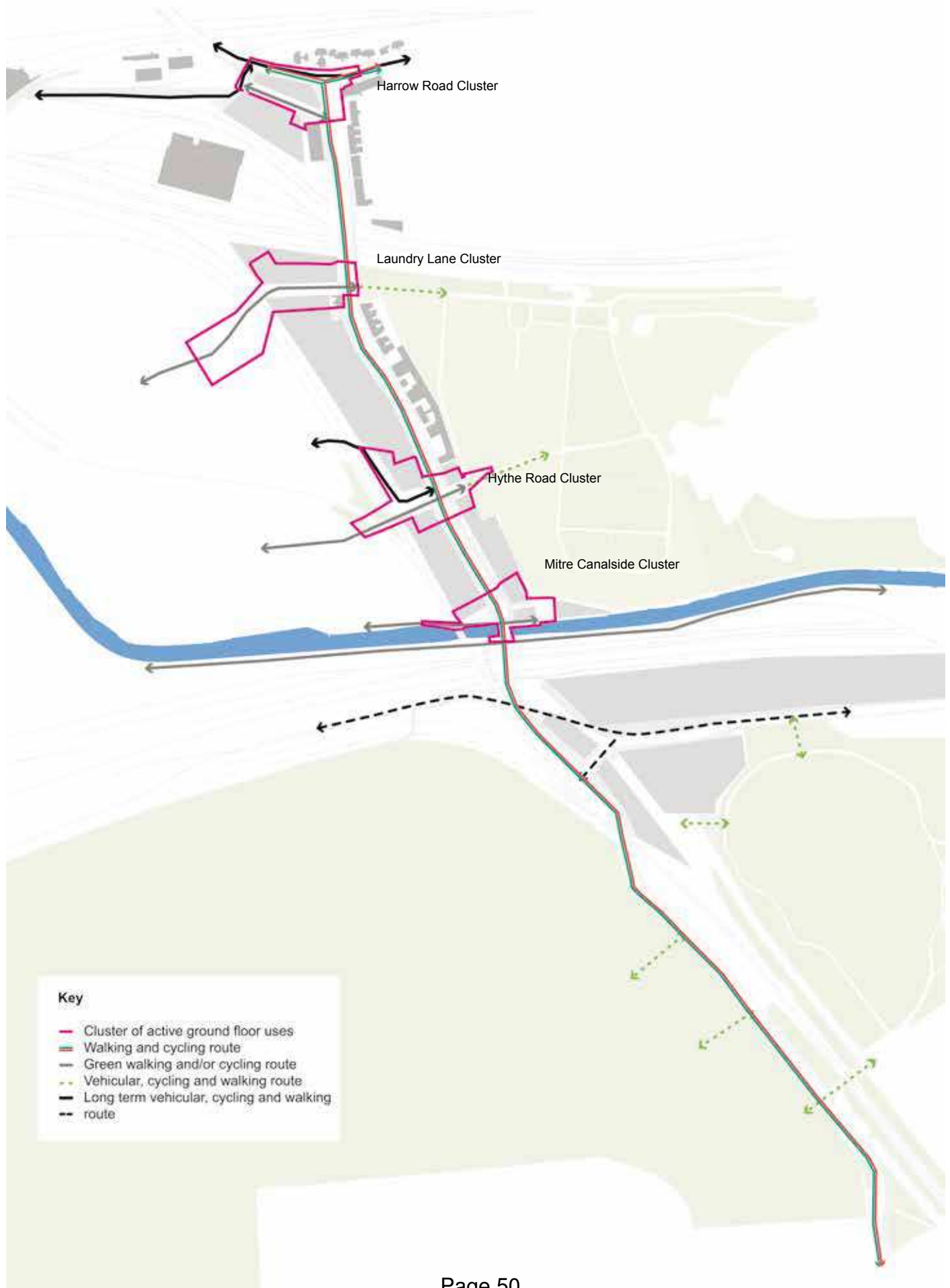
Principle: Supporting thriving communities by delivering affordable housing and social infrastructure

Justification

4.25 The potential for early delivery of development along Scrubs Lane provides an opportunity to secure benefits for existing and future communities in and around the Scrubs Lane area. A critical benefit is the delivery of affordable housing and social infrastructure (such as schools, GP surgeries and community centres).

4.26 The draft OPDC Local Plan will provide policies for securing affordable housing and social infrastructure. Proposals along Scrubs Lane will be expected to deliver a range of housing tenures, including affordable housing and family accommodation, and contribute to delivering social infrastructure. It is likely that development within Scrubs Lane and Old Oak will need to work together to secure sufficient social infrastructure provision. Should social infrastructure be delivered in Scrubs Lane, locating these uses in clusters will support access by local communities and enable them to contribute to wider placemaking.

Principle 8 – map



Principle 9 – Managing heights and massing

Principle: Delivering a range of heights and massing that responds to sensitive locations and development opportunities including:

- a. **generally 6-8 storeys onto Scrubs Lane and Harrow Road;**
- b. **lower massing opposite the Cumberland Park Factory and adjacent to Mary Seacole Gardens;**
- c. **increased heights adjacent to the railway;**
- d. **a single taller building in each cluster; and**
- e. **visual permeability between buildings.**

Justification

4.27 As stated in Principle 6, Scrubs Lane has the capacity to deliver a minimum of 2,600 new homes and 2,000 new jobs. Early delivery of development on Scrubs Lane and its location on the edge of the OPDC area provides Scrubs Lane with the opportunity to connect existing and new communities together and deliver positive changes in the public realm and quality of the environment.

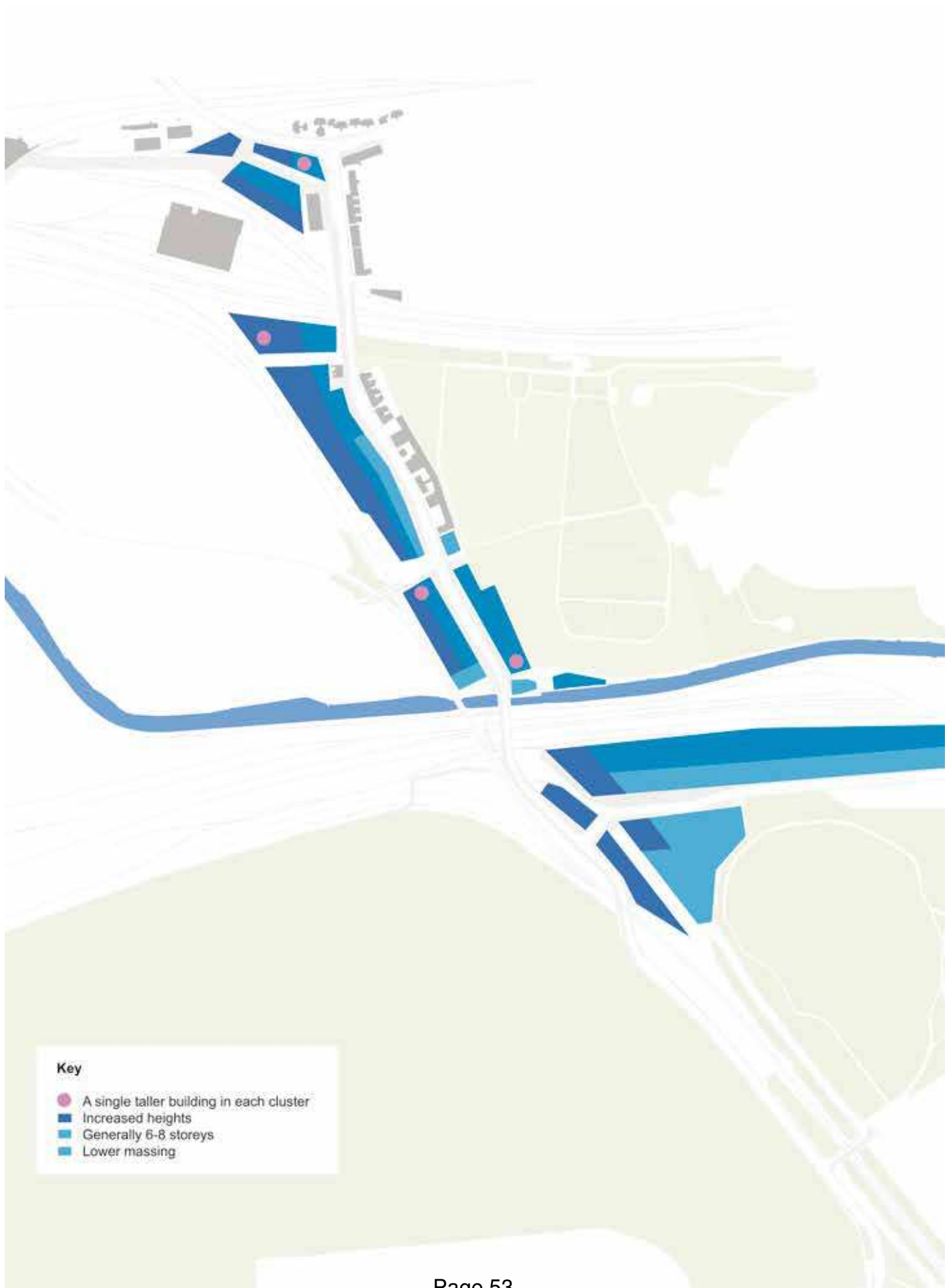
4.28 The new development delivering these homes and workspaces needs to be delivered in a way that responds to development opportunities and the local character as set out in Principle 7. It is also important that sites considered suitable for greater amounts of development deliver significant benefits for local communities and neighbourhoods in terms of affordable housing, social infrastructure and/or physical infrastructure. As such the following responses in built form are sought:

Generally 6-8 storey heights onto Scrubs Lane and Harrow Road	<p>To provide an appropriate sense of enclosure to the street in response to the width of Scrubs Lane and Harrow Road and surrounding context. Along Harrow Road there may be opportunities to deliver some additional height.</p> <p>The context of each individual plot will also need to be taken into account when considering the most appropriate arrangement of heights on each site.</p>
lower heights opposite the Cumberland Park Factory and adjacent to Mary Seacole Gardens	<p>To preserve and/or enhance the Cumberland Park Factory Conservation Area, Grand Union Canal Conservation Area and provide an appropriate sense of enclosure to Mary Seacole Gardens as a public open space.</p>
increased heights adjacent to the railway	<p>To help manage the impact of railway noise on local amenity, respond to less-sensitive locations and respond to the increased massing in Old Oak North. In locations adjacent to the railway north of the canal there may be opportunities for greater increases in height compared to locations south of the canal adjacent to the railway to reflect the proximity to Wormwood Scrubs and Little Wormwood Scrubs.</p>

<p>a single taller building in each cluster</p>	<p>To support legibility and secure additional benefits, through additional development capacity for the community (this could include a mix of greater affordable housing delivery, community uses and public open space) and new infrastructure.</p> <p>Any proposal for a taller building will need to be of the highest design quality. These will be determined on a case by case basis and will be subject to the detailed assessment of its impacts in accordance with all relevant policies and guidance. Specific consideration will need to be given to impacts on views from surrounding areas and the need for the development to be of the highest design quality.</p> <p>A single taller building is considered to be appropriate rather than multiple taller buildings to maintain the character of Scrubs Lane and manage impacts on the townscape and heritage assets.</p>
<p>visual permeability</p>	<p>To help manage the massing of buildings to create a high quality street scape and visual amenity. This will enable views across Old Oak as well as to and from surrounding areas.</p>

4.29 The above principle is only a component element of how a proposal's height and massing will be considered. Any proposal will be subject to rigorous assessment in accordance with OPDC draft Local Plan, London Plan and national guidance. This includes considering impacts on heritage assets, residential amenity, open spaces, microclimate and various other factors. The OPDC draft Local Plan provides further guidance on design of development.

Principle 9 – map



Overview of Strategic Views Assessment

4.30 To support the development of this principle, OPDC carried out a Strategic Views Assessment to understand the potential magnitude of impact of the proposals on the significance of local townscape and heritage assets within and surrounding Scrubs Lane. Viewing points were identified through the emerging OPDC Heritage Strategy.

4.31 The assessment has been carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013), An Approach to Landscape Character Assessment (2014), Landscape Institute and IEMA guidelines and policy set out in the NPPF (2012) and Historic England guidance.

4.32 This assessed two options for development massing within the study area which aligned with the above principles and considered two height options for the single taller elements:

Option 1 - 10 storey

Option 2 - 18 storey

4.33 It should be noted that these heights were used to test the impacts of development only and do not constitute guidance for heights of the single taller buildings.

4.34 A summary of the assessment, including the methodology used and its conclusions, can be found in the appendix to this document.

4.35 The full assessment will accompany the Scrubs Lane SPD for consultation in spring 2017.

4.36 Applicants will be expected to carry out detailed visual and townscape assessments in line with the latest relevant guidance.

5. Next Steps

5.1 OPDC is currently using the emerging information from this document to inform the next version of the draft OPDC Local Plan. It also intends to adopt a Scrubs Lane Supplementary Planning Document following the adoption of the Local Plan.

5.2 Both the draft Local Plan and Scrubs Lane Supplementary Planning Document will be published in spring 2017 for public consultation.

5.3 Comments are not being sought on the content of this document at this stage, however if you do have any questions or would like to discuss the document, please contact OPDC on the details below:

info@opdc.london.gov.uk

020 7983 6520

Scrubs Lane Direction of Travel Document
Old Oak and Park Royal Development Corporation
City Hall
Queen's Walk
London SE1 2AA

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Scrubs Lane Strategic Views Assessment Summary

MAYOR OF LONDON

METHODOLOGY

Methodology

- **Viewing points were defined by the emerging OPDC Heritage Strategy**
- **The assessment has been carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013), An Approach to Landscape Character Assessment (2014), Landscape Institute and IEMA guidelines and policy set out in the NPPF (2012) and Historic England guidance.**

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Townscape Landscape Institute Institute of Environmental Management and Assessment	Exceptional	Very attractive, unique or outstanding townscape character with clearly distinctive characteristics, features and elements
	High	Very attractive townscape with distinctive or unusual features and elements
	Good	Attractive townscape with some distinctive features
	Ordinary	Typical, commonplace and unremarkable townscape with limited variety or distinctiveness
	Poor	Townscape often in decline
Heritage NPPF and Historic England guidance	High	World Heritage Site(s); Grade I or II* listed buildings; Scheduled Monuments; Grade I Registered Parks and Gardens
	Medium	Grade II listed buildings; Conservation Areas; some non-designated heritage assets depending upon context
	Low	Non-designated heritage assets
	Negligible	No identified assets

Methodology

Page 60

Magnitude of impact: Relates to whether development may or may not affect the attributes of the place which convey townscape value or heritage sensitivity. This can be beneficial or adverse depending on design quality.					
High		Development affects the core value or attributes of townscape or heritage asset			
Medium		Development affects the value or attributes of townscape or heritage asset			
Low		Development which slightly affects the value or attributes of townscape or heritage asset			
Negligible/ no-change		No impact identified or impacts that would not affect the value or attributes of townscape or heritage asset			
Significance of impact: calculated by combining the heritage sensitivity and magnitude of impact assessments to reach a balanced conclusion based upon designation information, on-site evaluation and professional judgement. This can be beneficial or adverse depending on design quality.					
		Magnitude of Impact			
		High	Medium	Low	Negligible/no-change
Heritage Sensitivity	High	Major	Major	Moderate	Minor
	Medium	Major	Moderate	Minor	Negligible / no-change
	Low	Moderate	Minor	Negligible / no-change	Negligible / no-change
	Negligible	Minor	Negligible / no-change	Negligible / no-change	Negligible / no-change

ASSESSMENT

MAYOR OF LONDON



1. West from Kensal Green Crematorium
2. West from the Anglican Chapel
3. South west From Belgian War Memorial
4. South west from St. Mary's Cemetery
5. West along Hythe Road
6. South along Scrubs Lane
7. North along Scrubs Lane
8. East along the Grand Union Canal
9. West along the Grand Union Canal
10. North east over Wormwood Scrubs
11. West over Little Wormwood Scrubs
12. North east over Wormwood Scrubs
13. North east over Wormwood Scrubs
14. South east along Harrow Road
15. West from Kenmont Primary School
16. North over Wormwood Scrubs
17. North over Little Wormwood Scrubs

View 1 - existing



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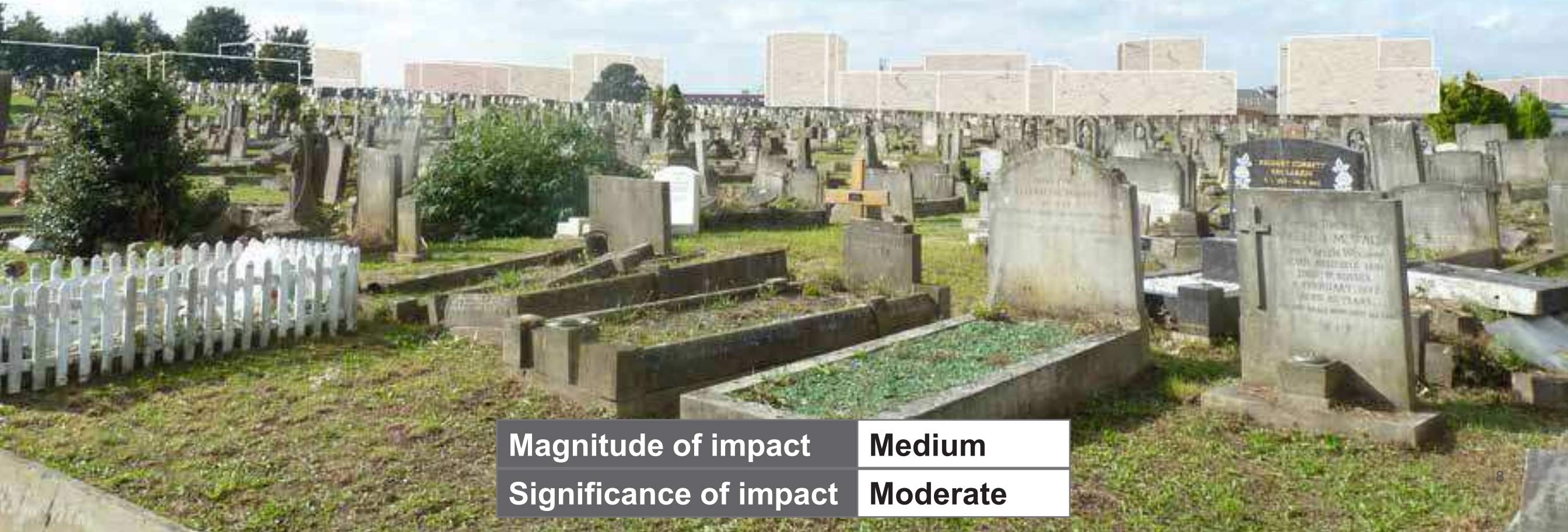


Townscape value	Good
Heritage sensitivity	Medium

View 1 – option 1



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Magnitude of impact	Medium
Significance of impact	Moderate

View 1 – option 2

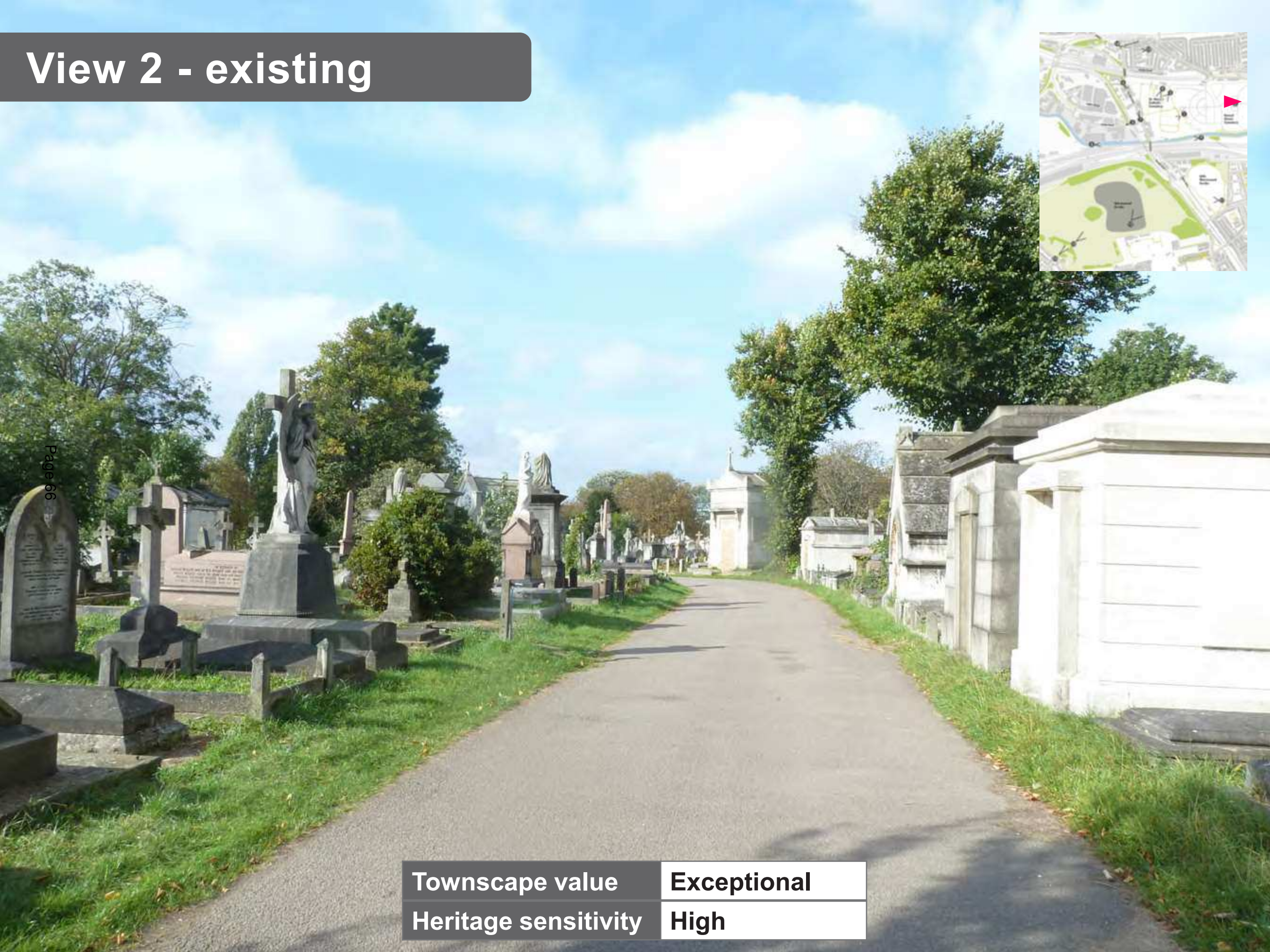


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Magnitude of impact	High
Significance of impact	Major

View 2 - existing



Townscape value	Exceptional
Heritage sensitivity	High

View 2 - option 1



Magnitude of impact	Low
Significance of impact	Moderate

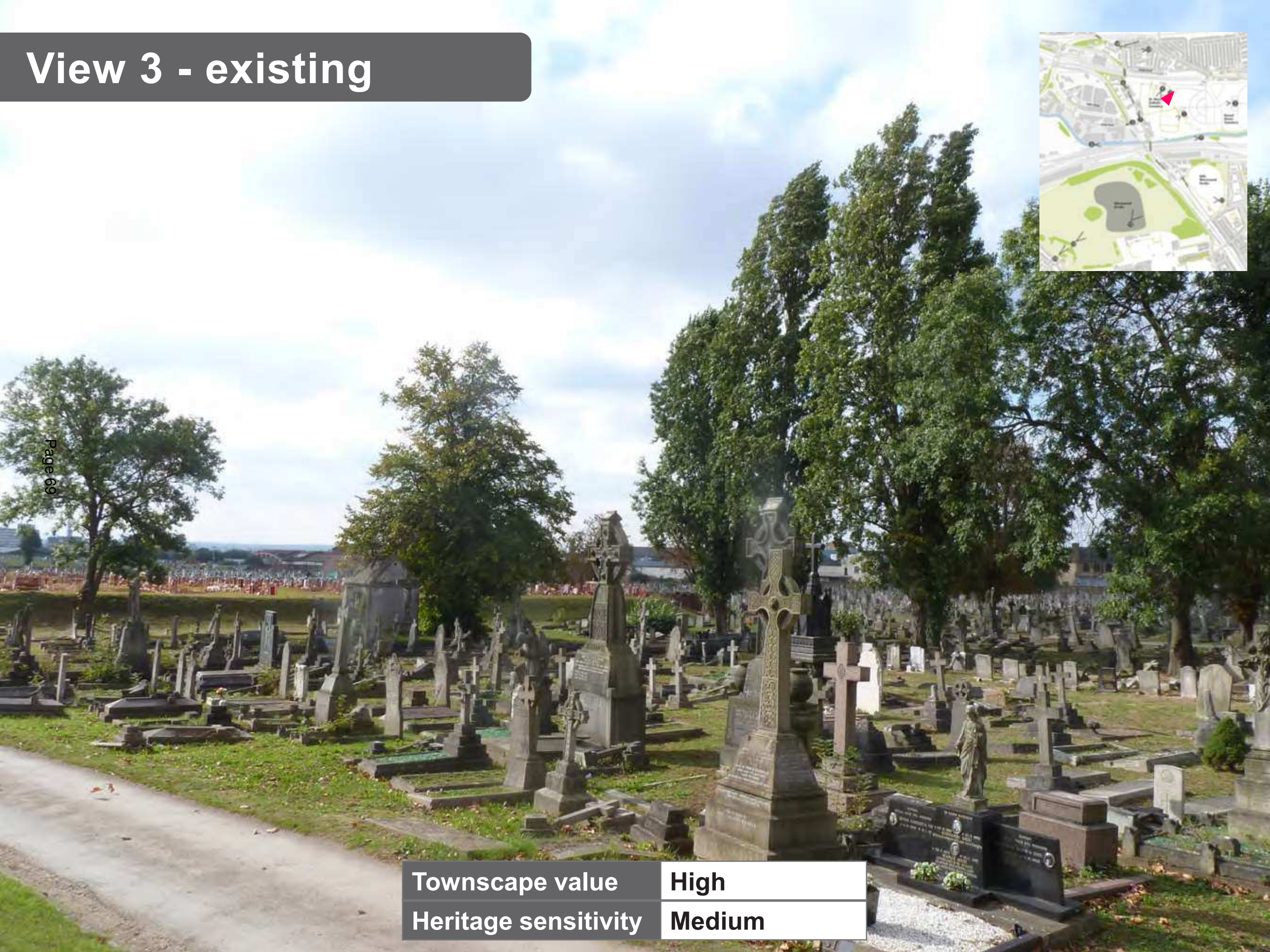
View 2 - option 2



Magnitude of impact	Medium
Significance of impact	Major

View 3 - existing

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Townscape value	High
Heritage sensitivity	Medium

View 3 - option 1

Page 70



Magnitude of impact	Medium
Significance of impact	Moderate

View 3 - option 2



Page 71

Magnitude of impact	Medium to high
Significance of impact	Major

View 4 - existing



Townscape value	High
Heritage sensitivity	Medium

View 4 - option 1



Page 73

Magnitude of impact	Medium
Significance of impact	Moderate

View 4 - option 2



Magnitude of impact	Medium to high
Significance of impact	Major

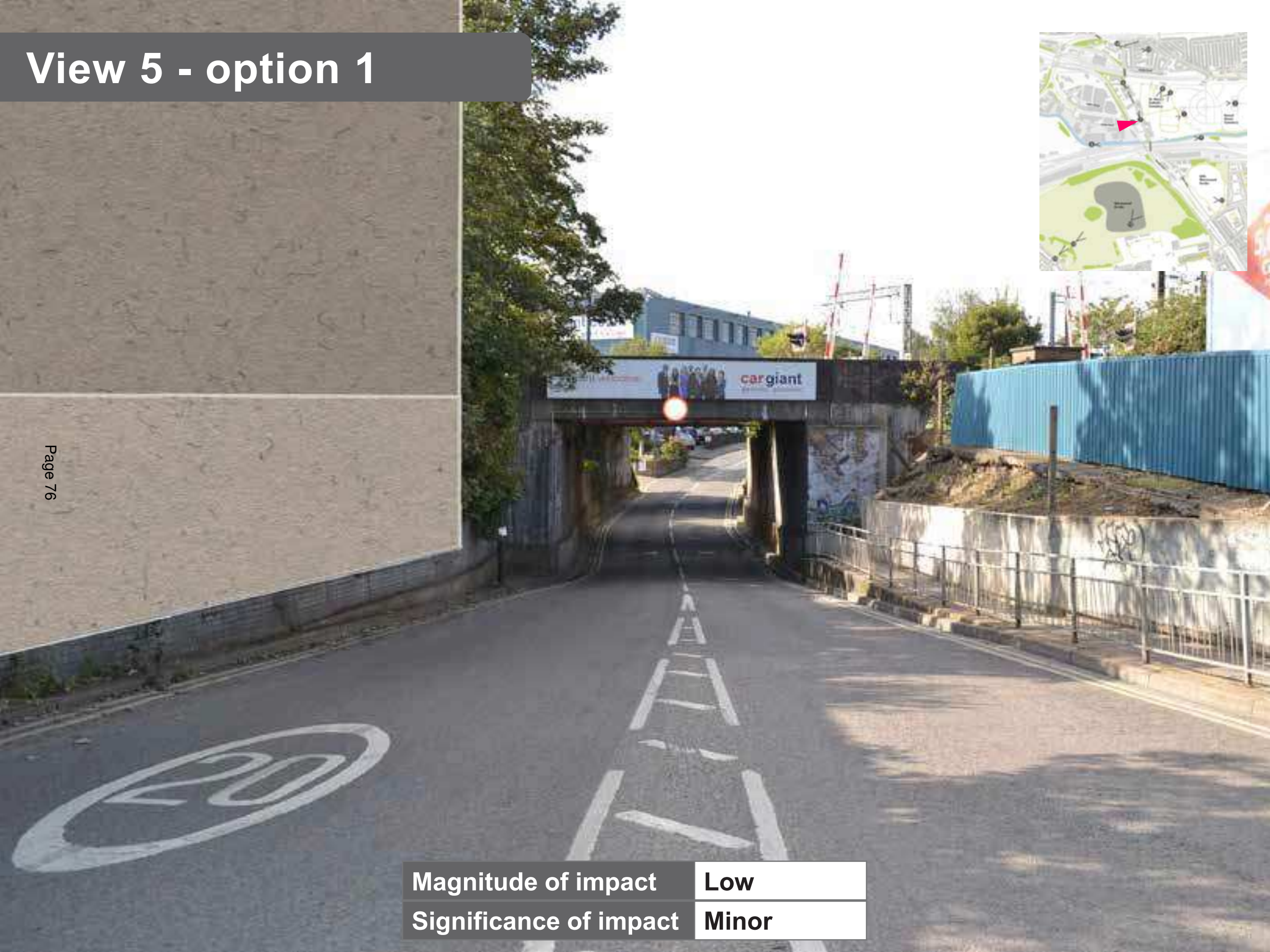
View 5 - existing



Townscape value	Poor
Heritage sensitivity	Negligible

View 5 - option 1

Page 76



Magnitude of impact	Low
Significance of impact	Minor

View 5 - option 2

Page 77



Magnitude of impact	Low
Significance of impact	Minor

View 6 - existing



Page 78

Townscape value	Ordinary
Heritage sensitivity	Medium

View 6 - option 1



Magnitude of impact	Low to medium
Significance of impact	Minor to moderate

View 6 - option 2



Page 80

Magnitude of impact	Medium
Significance of impact	Moderate

View 7 - existing



Townscape value	Ordinary to good
Heritage sensitivity	Medium

View 7 - option 1

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Magnitude of impact	Low
Significance of impact	Minor

View 7 - option 2

Page 83



Magnitude of impact	Low to medium
Significance of impact	Moderate

View 8 - existing

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Townscape value	Good to high
Heritage sensitivity	Medium

View 8 - option 1



Page 85

Magnitude of impact	Medium
Significance of impact	Moderate to minor



View 9 - existing



Townscape value	High
Heritage sensitivity	Medium

View 9 - option 1



Magnitude of impact	Medium
Significance of impact	Moderate

View 9 - option 2



Magnitude of impact	Medium
Significance of impact	Moderate to major

View 10 - existing



Townscape value	Ordinary
Heritage sensitivity	Negligible





View 11 - existing



Page 93



Townscape value	Good
Heritage sensitivity	Negligible

View 11 - option 1



Page 94

Magnitude of impact	Low
Significance of impact	No change / negligible

View 11 - option 2



Page 95



Magnitude of impact	Low
Significance of impact	No change / negligible

View 12 - existing



Page 96



Townscape value	Good
Heritage sensitivity	Negligible

View 12 - option 1



Page 97



Magnitude of impact	Medium
Significance of impact	Negligible

View 12 - option 2



Page 98



Magnitude of impact	High
Significance of impact	Minor to negligible

View 13 - existing



Page 99



Townscape value	Good
Heritage sensitivity	Negligible

View 13 - option 1



Page 100

Magnitude of impact	Medium
Significance of impact	Negligible

View 13 - option 2



Page 101

Magnitude of impact	High
Significance of impact	Minor to negligible

View 14 - existing



Townscape value	Ordinary
Heritage sensitivity	Low





View 15 - existing



Townscape value	Good
Heritage sensitivity	Medium to low

View 15 - option 1



Magnitude of impact	Low
Significance of impact	Minor

View 15 - option 2



Magnitude of impact	Medium
Significance of impact	Moderate

View 16 - existing



Townscape value	Good
Heritage sensitivity	Negligible

View 16 – option 1

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Magnitude of impact	Medium to high
Significance of impact	Minor

View 16 – option 2



Magnitude of impact	High
Significance of impact	Minor

View 17 - existing

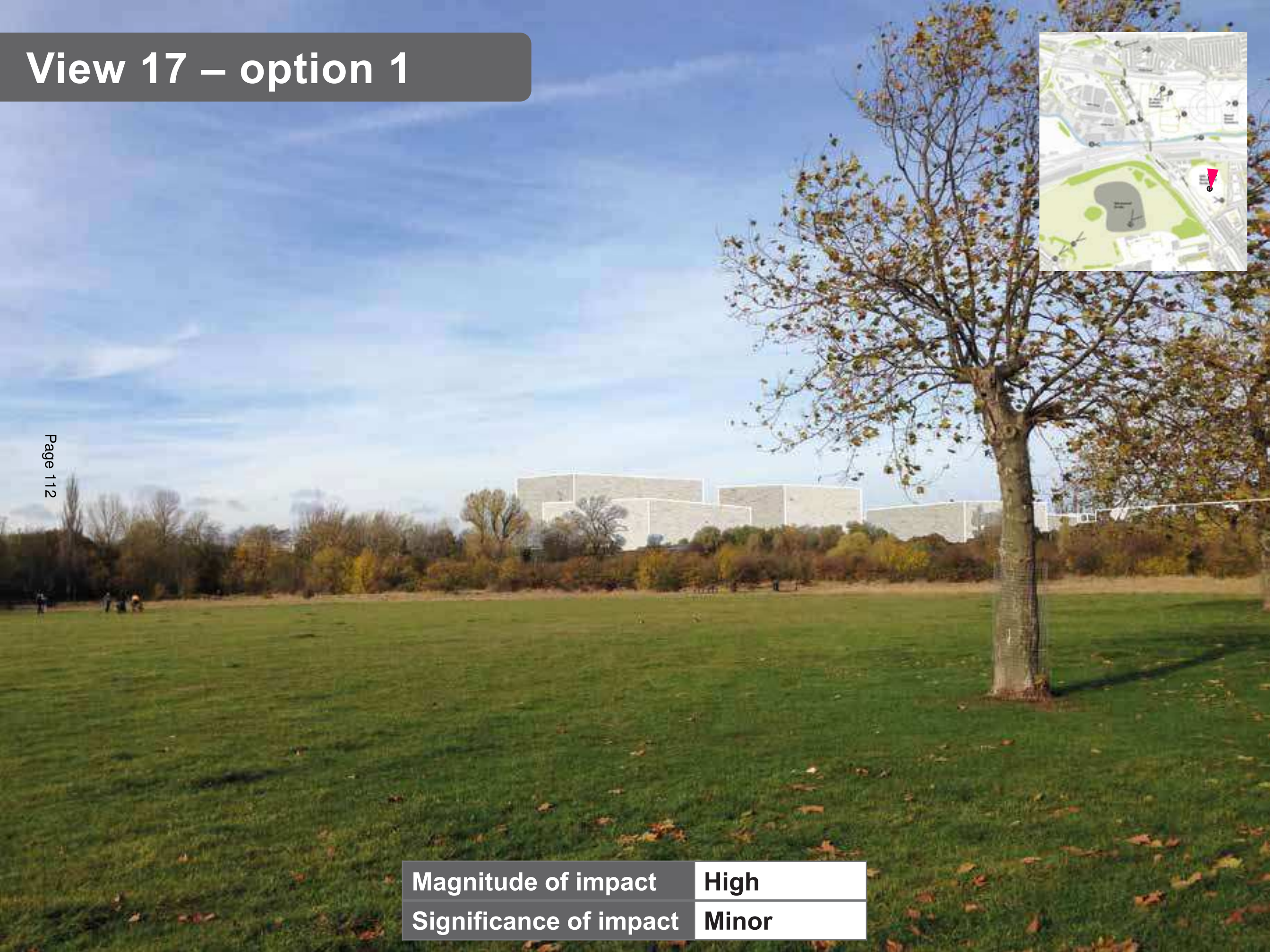
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Townscape value	Good
Heritage sensitivity	Negligible

View 17 – option 1

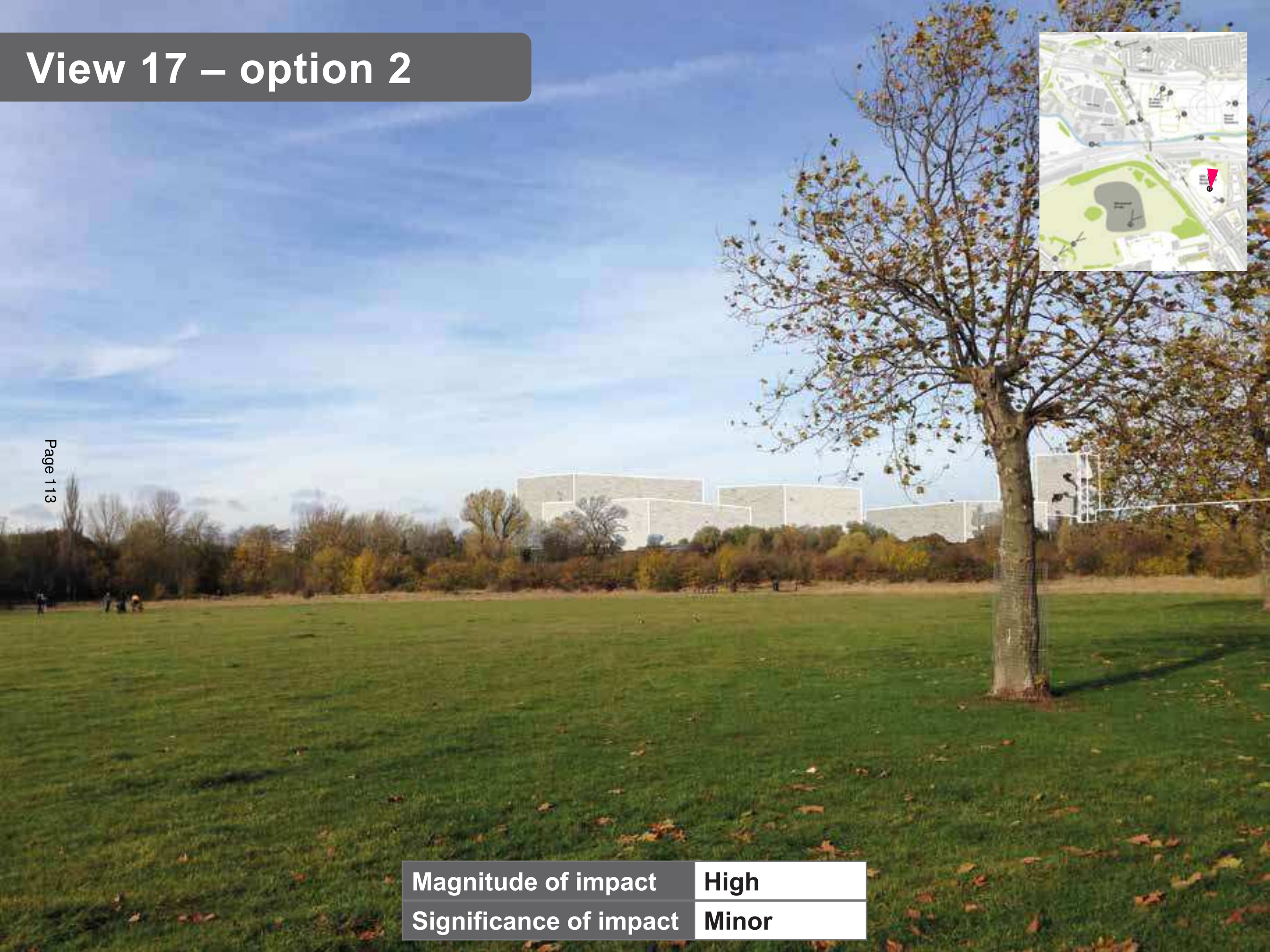
Page 112



Magnitude of impact	High
Significance of impact	Minor

View 17 – option 2

Page 113



Magnitude of impact	High
Significance of impact	Minor

Conclusion of views analysis

The following section provides an overarching analysis as to the impact of the different development options on each of the views considered. Analysis is based on the impact of the options presented on the following different areas. There would be a requirement to carry out much more detailed town scape analysis to assess the impact of specific development proposals.

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Scrubs Lane and Cumberland Park Factory	<ul style="list-style-type: none">• Generally moderate significance of impact on the streetscape and Cumberland Park Factory• Increased massing and heights may be appropriate if designed to a high quality
Wormwood Scrubs and Little Wormwood Scrubs	<ul style="list-style-type: none">• Generally minor significance of impact• Increased massing and heights may be appropriate to provide legibility improvements for local orientation.• Buildings would be visible and would need to be designed to a high quality to ensure a positive impact
St. Mary's and Kensal cemeteries	<ul style="list-style-type: none">• Generally major significance of impact on character and openness• Increased massing and heights may be appropriate in certain locations if development is of the highest quality design – individually and cumulatively• Needs to be considered in the context of wider development of Old Oak in the background of views
Grand Union Canal	<ul style="list-style-type: none">• Generally moderate to major significance of impact• Needs to be considered in the context of wider development of Old Oak in the background of views• Increased massing and heights may be appropriate if designed to a high quality
College Place	<ul style="list-style-type: none">• Moderate impact• Increased massing and heights may be appropriate if developments are of a high quality design



Subject: Qualifying Authority status for the purposes of the High Speed Rail (London – West Midlands) Bill
Meeting date: 15 December 2016
Report to: Planning Committee
Report of: Director of Planning

FOR NOTING

This report will be considered in public

1 Summary

- 1.1 High Speed 2 (HS2) is the Government's proposal for a new, high speed north-south railway. Phase One of the scheme will connect London to the West Midlands and will run through the OPDC area. Part of the project involves delivery of the new station at Old Oak Common where there will be a connection to Crossrail and the Great West Main Line.
- 1.2 A House of Lords Select Committee has now heard petitions put forward on the High Speed Rail (London – West Midlands) Bill (the 'Bill') which seeks powers from Parliament for the construction of Phase One of the project. The Select Committee is due to produce a report with their recommendations on the petition items ahead of Royal Assent being granted.
- 1.3 When enacted, the Bill will grant deemed planning permission for the High Speed 2 (HS2) project. The level of detailed design necessary to enable the development to be constructed has yet to be carried out, so the deemed planning permission is subject to a series of items that require the approval of planning authorities on the route.
- 1.4 Local planning authorities have a choice between having a wide or narrow range of controls over these approvals. Local planning authorities wishing to have a greater range of controls are referred to as 'Qualifying Authorities' for the purposes of Part 2 Schedule 17 of the Bill. They are required to inform the Secretary of State if they wish to become a Qualifying Authority before the conclusion of the House of Lords Select Committee.
- 1.5 This report sets out:
 - the difference between the extent of the controls that are afforded to Qualifying and non-Qualifying Authorities;
 - the additional obligations that accompany Qualifying Authority status; and
 - the reasons why officers have elected to seek Qualifying Authority status for OPDC.

2 Recommendations

- 2.1 **The Committee is requested to note that the Department for Transport has been informed that OPDC wishes to become a Qualifying Authority for the purposes of the High Speed Rail (London - West Midlands) Bill.**

3 Background

- 3.1 The Bill will grant deemed planning permission for the development of a high speed rail line between London and the West Midlands when it is enacted following Royal Assent. This is expected to be before the end of the year but after a House of Lords Select Committee reports on representations it has received from petitioners.
- 3.2 The deemed planning permission is subject to a number of controls that the nominated undertaker (the party or parties who will construct the railway) must adhere to. In planning terms, and of relevance to OPDC, these include:
- protections contained in the Bill including a 'Planning Schedule'; and
 - project specific protections in a range of documents referred to as the 'Environmental Minimum Requirements'. These set out how the impacts associated with the railway will be managed by the nominated undertaker(s).
- 3.3 Local planning authorities on the route will be responsible for considering and determining applications in relation to the detailed design of structures, construction yards and other elements of the project, but this does not extend to the principle of their construction which will be permitted by the Act following Royal Assent.
- 3.4 The HS2 planning regime is summarised in an information paper that is attached to this report as Appendix A.

4 Additional powers for Qualifying Authorities

- 4.1 The Bill gives each local planning authority a choice between having a wide or narrow range of controls over details that need to be approved. Local authorities opting for a greater range of controls are referred to as Qualifying Authorities.
- 4.2 Qualifying Authorities will be able to approve the detailed design of permanent structures and also have an enforcement and approval role in relation to certain construction matters. Authorities that choose not to become a Qualifying Authority will be able to approve the detailed design of permanent structures but have a more restricted role in the approval of construction matters.
- 4.3 The following paragraphs outline the four main areas under which submissions will be received under Schedule 17 of the Bill and the different powers that Qualifying and Non-Qualifying Authorities have.

Approval of detailed design

- 4.4 A Qualifying Authority will be required to approve plans and specifications for matters such as:
- buildings and road vehicle parks;
 - terracing;
 - cuttings;
 - embankments and other earthworks;
 - fences, walls or other barriers;
 - transformers;
 - telecommunication masts;
 - pedestrian access to the railway line;
 - artificial lighting;
 - waste and spoil disposal; and
 - borrow pits.
- 4.5 It is important to note that there are a limited range of issues that can be considered under these plans and specification submissions. There are two broad areas under which applications may be conditioned or refused by Qualifying Authorities:
1. The design or external appearance of the works ought to 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;
 - c. to preserve a site of archaeological or historic interest or nature conservation value; and
 - d. are reasonably capable of being so modified; or
 2. The development ought to, and could reasonably, be carried out elsewhere on land within the Act limits.
- 4.6 Non-Qualifying Authorities will only have the power to refuse approval if:
1. The design or external appearance of the works ought to be modified:
 - a. to preserve the local environment or local amenity; and
 - b. are reasonably capable of being so modified.
 2. The development ought to, and could reasonably, be carried out elsewhere on land within the Act limits.

Construction controls

- 4.7 Qualifying Authorities will be able to enforce construction arrangements relating to:
- handling of re-useable spoil or topsoil;
 - road transport;
 - storage sites for construction materials, spoil or topsoil;
 - construction camps;

- works screening;
 - artificial lighting;
 - dust suppression; and
 - road mud control measures.
- 4.8 Qualifying Authorities will only be able to condition or refuse these submissions if:
1. The arrangements ought to 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; and
 - c. are reasonably capable of being so modified.
- 4.9 Non-Qualifying Authorities will not have these powers.

Restoration of construction sites

- 4.10 These powers apply to all authorities (Qualifying and non-Qualifying) and require the nominated undertaker to apply for details to show how a site will be restored following its use for construction purposes.

Bringing into use

- 4.11 These powers apply only to Qualifying Authorities and require the nominated undertaker to apply for confirmation that any scheduled work or depot may be brought into use. Approval must be granted if there are no reasonably practicable measures which need to be taken for the purposes of mitigating the impacts of the work, or its operation, or if a mitigation scheme has been approved. There are also restrictions on whether a submission can be refused or conditioned.

5 Additional obligations on Qualifying Authorities

- 5.1 Local planning authorities who wish to become a Qualifying Authority are obliged to sign the Planning Memorandum which forms part of the Environmental Minimum Requirements. The Planning Memorandum sets out rules of conduct and administrative arrangements for both the local planning authority and the nominated undertaker(s).
- 5.2 The rules of conduct and administrative arrangements include, for example:
- participating in pre-application discussions with the nominated undertaker(s);
 - determining Schedule 17 applications within eight weeks or an extended deadline agreed with the nominated undertaker; and
 - ensuring adequately experienced staff are available to process applications.
- 5.3 Another obligation on Qualifying Authorities is attendance at Planning Forum meetings. The Planning Forums will be held jointly with other local planning authorities on the route and the nominated undertaker. The meetings are intended to discuss standards and practices associated with the effective implementation of

the planning provisions in the Bill. OPDC officers already regularly attend Planning Forum meetings.

- 5.4 The Planning Forum will consider common design items for certain structures associated with the railway such as acoustic barriers or retaining walls. Qualifying Authorities are required to have regard to the discussions of the Planning Forum when determining Schedule 17 applications.
- 5.5 A copy of the Planning Memorandum signed by OPDC is attached to this report as Appendix B.

6 Why Qualifying Authority status has been sought by OPDC

- 6.1 Becoming a Qualifying Authority confers additional powers on a local planning authority to control the development and operations associated with the delivery of HS2. It is considered important for OPDC to have as much control as possible owing to the significant works that are required within the OPDC boundary. These have the potential to affect residential amenity, the operation of the highway network and the character and appearance of the area.
- 6.2 As set out in paragraph 8 below, there are no cost implications associated with Qualifying Authority status. Having regard to the commitment from HS2 Ltd to meet OPDC's resource requirements, officers are satisfied that the rules of conduct and administrative arrangements on Qualifying Authorities set out in the Planning Memorandum can be met.

7 Next steps

- 7.1 The Department for Transport has been sent a copy of the March 2016 version of the Planning Memorandum configured for OPDC's signature. The document has been signed by the CEO under delegated powers in accordance with OPDC's Scheme of Planning Delegations. This document legally confirms OPDC's wish to become a Qualifying Authority. Qualifying Authority status will be confirmed at Royal Assent.
- 7.2 The first applications under Schedule 17 are expected to be received in early 2017.

8 Financial implications

- 8.1 HS2 Ltd has offered to enter into a Service Level Agreement (SLA) with each planning authority on the route, irrespective of Qualifying Authority or non-Qualifying Authority status. This is in recognition of the additional financial burden the work associated with processing Schedule 17 applications and attendance at Planning Forum would impose on authorities and is in accordance with the Department for Communities and Local Government's 'New burdens doctrine'.
- 8.2 The purpose of the SLA is to fully reimburse the affected planning authorities for the costs they incur. Importantly, this would extend to covering the additional work

associated with Qualifying Authority status. As a result, the process will be financially neutral for OPDC.

9 Legal implications

- 9.1 No legal implications arise from the report and it is consistent with the Corporation's legal framework.

List of Appendices:

- Appendix A – High Speed Two Information Paper B1: The Main Provisions of the Planning Regime
- Appendix B – Planning Memorandum signed by OPDC

List of Background Papers:

- None.

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HIGH SPEED TWO INFORMATION PAPER

B₁: THE MAIN PROVISIONS OF THE PLANNING REGIME

This paper outlines the main provisions of the planning regime proposed for Phase One of the HS2 project.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper will be updated as required. If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

The Helpdesk can be reached at:

**High Speed Two (HS2) Limited
One Canada Square
London E14 5AB**

by email: HS2enquiries@hs2.org.uk

or by phone: 020 7944 4908 (lines are open 24 hours)

Version 1.5

Last updated 21 March 2016

B1: THE MAIN PROVISIONS OF THE PLANNING REGIME

1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

¹ The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

2. Overview

- 2.1. This information paper outlines the main provisions of the planning regime proposed for Phase One of HS2. The provisions vary depending on whether the local planning authority has opted to become a qualifying authority or a non-qualifying authority.
- 2.2. The design of the Proposed Scheme to date provides the level of detail necessary for the purposes of the Bill and the requirements of the Environmental Impact Assessment Regulations. The level of detailed design necessary to enable the Proposed Scheme to be constructed has yet to be carried out, and will not be completed until after the Bill has secured Royal Assent. Once complete the nominated undertaker will need to apply for approval of the detailed design of a range of parts of the Proposed Scheme from local planning authorities along the route. This will ensure that although planning permission for the Proposed Scheme is granted by Parliament, local planning authorities will be able to ensure that the design of permanent structures fits into the local environment. Local planning authorities will also be able to input into the approval of certain construction matters and have a level of control over their enforcement.

3. Qualifying and non-qualifying authorities

- 3.1. The Bill gives each local planning authority a choice between having a wide or narrow range of controls over details. Local planning authorities opting for a wide range of controls are referred to as qualifying authorities. They will be required to sign the Planning Memorandum, which is currently in draft form. This sets out rules of conduct and administrative arrangements for them and the nominated undertaker. Qualifying authorities will be specified by the Secretary of State in accordance with part 2 of Schedule 17. Qualifying authorities will be able to approve the detailed design of permanent structures such as stations and viaducts, and also have an enforcement and approval role in relation to certain construction matters.
- 3.2. Those choosing to not sign the Planning Memorandum are referred to in the Bill as non-qualifying authorities and will be able to approve the detailed design of permanent structures, and have a more restricted role in the approval of construction matters.

4. Approval of detail design

- 4.1. A local planning authority that becomes a qualifying authority under Part 2 of Schedule 17 will be required to approve plans and specifications for matters such as buildings and road vehicle parks, terracing, cuttings, embankments and other earthworks, fences, walls or other barriers, transformers, telecommunication masts, pedestrian access to the railway line, artificial lighting, waste and spoil disposal and borrow pits. These provisions do not apply to works of a temporary

nature, to anything underground except any part of a station available for use without a ticket, nor to any tunnel or railway track bed.

- 4.2. The planning authority can only refuse to approve (or impose conditions in respect of) the plans and specifications on the grounds specified in Schedule 17. There are, in broad terms, two main sets of grounds on which the work may be refused or conditioned by a qualifying authority:
- a) The design or external appearance of the 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 of traffic in the local area;
 - III. to preserve a site of archaeological or historic interest or nature conservation value; and
 - IV. is reasonably capable of being so modified; or
 - b) The development ought to, and could reasonably, be carried out elsewhere on land within the Act limits.
- 4.3. In determining whether or not to grant approval to a request or to impose conditions upon an approval, a local planning authority should consider, amongst other things, whether the proposals are consistent with the EMRs, including the draft Environmental Memorandum. These set out principles that the nominated undertaker should follow in developing the detailed design and that may be taken into account by planning authorities when considering requests for approvals of the plans and specifications. They will also need to consider the statutory guidance produced by the Secretary of State for Transport under paragraph 26 of Schedule 17.
- 4.4. A non-qualifying local planning authority will be required to approve plans and specifications for buildings. Non-qualifying authorities will only be able to refuse approval if the design or external appearance of the works ought to be modified to preserve the local environment or local amenity, and is reasonably capable of being so modified, or the development ought to, and could reasonably, be carried out elsewhere on land within the Act limits.

5. Construction controls

- 5.1. The nominated undertaker will be bound, through the EMRs, to adopt and implement the HS2 Code of Construction Practice (CoCP). Several drafts of the CoCP have already been consulted on with the relevant local planning authorities and statutory bodies. Other commitments in the EMRs will govern construction, including a commitment that the nominated undertaker's contractors will obtain consents under section 61 of the Control of Pollution Act 1974 in relation to noise generating activities and hours of working.

- 5.2. In addition qualifying authorities will be able to enforce construction arrangements relating to:
- handling of re-useable spoil or topsoil;
 - road transport;
 - storage sites for construction materials, spoil or topsoil;
 - construction camps;
 - works screening;
 - artificial lighting;
 - dust suppression; and
 - road mud control measures.
- 5.3. Construction arrangements relating to handling of re-useable spoil or topsoil; storage sites for construction materials, spoil or topsoil; works screening; artificial lighting; dust suppression; and road mud control measures are likely to be generic. These may be subject to a class approval by the Secretary of State without the need for approval by the relevant qualifying authority.
- 5.4. The Secretary of State when making a class approval may attach conditions to it and, must consult the local planning authorities before making the class approval. Should the Secretary of State not make a class approval, these arrangements are subject to approval by the relevant qualifying authority.
- 5.5. Construction arrangements relating to construction camps, which provide temporary residential accommodation for construction staff, and road transport (i.e. lorry routes with more than 24 lorry movements per day on roads other than trunk roads and motorways) are site specific and so require individual approval from the relevant qualifying planning authority.
- 5.6. Qualifying authorities may refuse approval if the arrangements ought to be modified to preserve the local environment or local amenity, or to prevent or reduce the prejudicial effects on road safety, or on the free flow of traffic in the local area, and are reasonably capable of being so modified.
- 5.7. Other parts of the Bill also offer control over related construction arrangements. Paragraph 1 of Schedule 4 requires highway authority approval of plans and specifications of any design of a new access onto, or the alteration of, a highway used by vehicular traffic as a result of the construction or operation of the Proposed Scheme, if the location is shown on the deposited plans. If the location is not shown on the deposited plan consent for this access or alteration is required from the highway authority.
- 5.8. Under the provisions of the CoCP, the nominated undertaker will have to prepare a Traffic Management Plan which will outline the traffic control measures and routes on public highways that will be used during construction.

These plans will take account of the requirements and advice of the highway authority and other authorities, and will provide a framework for the preparation of submissions under Schedule 17.

6. Restoration of construction sites

- 6.1. Where a site is used for construction purposes, the site must be restored in accordance with a scheme submitted to the local planning authority within four months of the discontinuation of works at the site. Where no such scheme is agreed, the site must be restored in accordance with a scheme determined by the appropriate Ministers.

7. Bringing works into use

- 7.1. The bringing into use of any scheduled work or depot, except to the extent that the work is underground, is subject to prior approval by the qualifying local planning authority. The qualifying local planning authority must grant prior approval if it considers that there are no reasonably practicable measures which need to be taken for the purposes of mitigating the impacts of the work, or its operation, or if it has approved a mitigation scheme for that purpose submitted by the nominated undertaker. The qualifying local planning authority can only refuse or impose conditions upon such a scheme if it is satisfied that it is expedient to do so on the grounds that the scheme ought to be modified, and is reasonably capable of being so modified, in order to preserve the local environment, local amenity, a site of archaeological or historic interest, or in the interests of nature conservation.

8. Context Report

- 8.1. Paragraph 16 of Schedule 17 to the Bill requires the nominated undertaker to deposit with a relevant local planning authority a document setting out its proposed programme of requests for approval. It also requires that the requests themselves be accompanied by a document which explains how the matters to which the request relates fit into the overall scheme of the works. It is intended that these requirements will be met by the nominated undertaker producing a document which contains this information for each local planning authority, and these documents will be referred to as context reports. These documents should be submitted to the local planning authority prior to any request for approval being made to that authority.

9. Consultation

- 9.1. The nominated undertaker will be required under the Planning Memorandum to engage in forward discussions with local planning authorities about prospective requests for approval. This facilitates effective consultation and helps to ensure that requests for approval of the plans and specifications and construction arrangements are determined within the timetables referred to in Schedule 17.

10. Determining planning authority

10.1. In unitary authority areas the determining for all submissions under Schedule 17 is the unitary council. In area with two tiers of local government (ie district and county councils) the district planning authority is the determining authority for all approval except for any required approvals relating to the following are determined by the county planning authority:

- approvals in relation to development consisting of the disposal of waste or spoil and the excavation of bulk materials for borrow pits; and
- approvals of the routing of large goods vehicles.

11. Non-material changes to approvals

11.1. Schedule 17 enables local planning authorities to make, at the request of the nominated undertaker, non-material changes to approvals that they have already made under the Schedule without the need for the nominated undertaker to submit a whole new approval request. These would be amendments of a minor kind, which would not affect the substance or impact of the approvals subject to the changes.

12. Appeals

12.1. Under part 3 of Schedule 17, the nominated undertaker has the right of appeal to the appropriate Ministers against any local planning authority decision to refuse a request for relevant approval or against the conditions which an authority has imposed in granting approval. For this purpose, references to the appropriate Ministers are to the Secretary of State for Communities and Local Government and the Secretary of State for Transport, acting jointly. The nominated undertaker can also appeal if no decision has been made within eight weeks of the receipt of the request by the authority or such extended period as may be agreed between the parties. Under the Bill non-determination is treated as refusal. Notice of the appeal must be given within 42 days of the decision or of the last day of the appropriate period. Part 3 of Schedule 17 provides for the handling and determination of such an appeal. The appropriate Ministers may allow or dismiss the appeal or vary the decision of the local planning authority, but may only make a determination involving the refusal of or imposition of conditions on an approval on grounds which were open to the authority itself under Schedule 17.

13. Compliance and enforcement

13.1. Overseeing compliance with approvals and planning conditions falls to the local planning authority as an integral part of its planning responsibilities. Approvals under the planning regime in the Bill will be enforceable under the Town and Country Planning Act 1990. It will be for the local planning authorities to decide whether and to what extent it is expedient to take action to enforce planning

control in relation to a breach of condition or approval which they consider has taken place within their area.

- 13.2. Compliance with the planning regime will be achieved through supervision by the nominated undertaker, monitoring by the local planning authority and observation by the public.

14. More information

- 14.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2

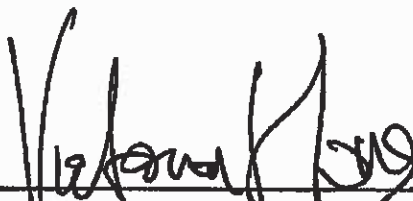
Annex 2

High Speed Rail (London-West Midlands) Planning Memorandum

Local Authority: OLD OAK + PARK ROYAL DEVELOPMENT CORPORATION

The above local authority hereby undertakes to act in accordance with the terms of this Memorandum.

Signature: _____



The Officer duly authorised to sign on behalf of the Council.

Name in block capitals: _____

VICTORIA HILLS

Date _____

31/10/16

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1 Introduction

- 1.1.1** The Planning Memorandum is one of a suite of documents forming the Phase One of HS2 Environmental Minimum Requirements (EMR) – the over-arching commitments by the Secretary of State to afford appropriate management and protection of the environment. The components of the EMR are described in paragraph 3.1.1 of the EMR General Principles document. These include requirements on the nominated undertaker to comply with this document, the Heritage Memorandum and undertakings and assurances concerning the project specified in the register of undertakings and assurances, and to adopt and implement the Code of Construction Practice and the Environmental Memorandum. As mentioned in section 2 below, this document also sets out undertakings by relevant planning authorities enabling them to become qualifying authorities under Schedule 17 to the High Speed Rail (London – West Midlands) Bill (the Bill).
- 1.1.2** The Bill provides powers for the construction and operation of HS2. The Bill grants a deemed planning permission for the works it authorises, and establishes a planning regime in Schedule 17 under which certain matters and details of the deemed consent are reserved for subsequent planning authority approval. There will be a considerable number of such submissions under the Planning Conditions Schedule, and this Memorandum seeks to ensure that the process of obtaining these approvals does not unduly hinder construction of HS2. It sets out the arrangements for the processing of submissions, details the responsibilities of the nominated undertaker and of those planning authorities who choose to sign up to this Memorandum – the qualifying authorities.
- 1.1.3** The nominated undertaker will work with qualifying authorities to support the determination of requests for approval, which will include early and constructive engagement, in accordance with obligations set out in this Memorandum.

2 Qualifying authorities

- 2.1.1 Under the HS2 Bill, Schedule 17, Part 2, Paragraph 13, the Secretary of State is obliged to make an order specifying every relevant planning authority which has, on or before the relevant day, given him or her undertakings with respect to the handling of planning matters under that Schedule which he or she considers satisfactory.
- 2.1.2 This Memorandum sets out those undertakings. It is binding upon any authority which has chosen to sign it so as to have the additional powers available to qualifying authorities in the Bill, and upon the nominated undertaker. It shall be taken into account in determining matters submitted for approval to qualifying authorities under Schedule 17 – Conditions of Deemed Planning Permission – to the Bill. It is divided into eight principal sections:
- Aim of the Memorandum;
 - The Planning Forum;
 - Requests for Approval;
 - Class Approval;
 - Expeditious handling of Requests for Approval;
 - Applications outside the Bill process;
 - Relationships to other documents; and
 - Procedures.

3 Aim of the Memorandum

3.1.1 The Bill provides powers for the construction and operation of HS2. Schedule 1 of the Bill describes the 'scheduled works' that the nominated undertaker will be authorised to carry out. A description is provided of the type of work and their location, for example:

"Work No. 3/205 - A railway (5.09 kilometres in length) partly on viaduct commencing by a junction with Work No. 3/203 at its termination, passing south-westwards and terminating at a point 545 metres north-west of the junction of Freeman Street with Park Street;"

3.1.2 The Bill provides for these works to be constructed on land within the lateral limits of deviation (LoD) for the work concerned shown on the deposited plans and provides for an upward limit of deviation of 3 metres from the levels shown on the deposited sections (subject to any [exceptions within the Bill or] maximum level for any station, depot or shaft shown on the sections). The deposited plans also show a further limit of land to be acquired or used (LLAU), which may be used for ancillary purposes.

3.1.3 The Bill deems planning permission to be granted for the works authorised by it subject to conditions set out in Schedule 17 (the Planning Conditions Schedule). That Schedule includes conditions requiring various matters to be subject to approval of the relevant planning authority, and the extent of these depends on whether or not the authority has elected to become a qualifying authority, that is one that has, on or before the day on which the Bill was reported from Select Committee in the House of Lords, given the Secretary of State undertakings with respect to the handling of planning matters arising under the Planning Conditions Schedule which he or she considers satisfactory.

4 Planning Forum

4.1.1 The Qualifying Authority shall join with other qualifying authorities and the nominated undertaker (together with representatives from the relevant Government Departments) in establishing a Planning Forum (the Forum) to help co-ordinate and secure the expeditious implementation of the planning provisions in the Bill.

4.1.2 The Authority signing this Memorandum in order to become a qualifying authority under the Bill's planning regime also becomes a member of the Forum and is obliged to take into account its conclusions. Where appropriate, specialist or technical matters relevant to the statutory functions of the qualifying authorities will be referred to the relevant sub-group of the Forum.

4.1.3 The Forum will meet regularly to assist with the effective implementation of the planning provisions in the Bill. In order to help co-ordinate and secure the expeditious implementation of those planning provisions, the Forum will prepare Planning Forum Notes on related matters, which will set out standards and practices to be followed by those implementing the Planning Conditions Schedule.

- 4.1.4** The Forum will consider common design items for certain structures associated with the railway (such as bridges, acoustic barriers or retaining walls for example). Unless there are particular local circumstances relevant to the grounds in paragraphs 2 and 3 of Schedule 17 to the Bill, there will be a presumption in favour of the approval of such designs when submitted.
- 4.1.5** In considering the requests for approval, qualifying authorities will have regard to the Planning Conditions Schedule contained in the Bill, the conclusions of the Forum, and the Planning Forum Notes. Qualifying authorities will also have regard to any statutory guidance given under paragraph 26 of the Planning Conditions Schedule.
- 4.1.6** The nominated undertaker will have regard to the conclusions of the Forum, and the Planning Forum Notes in preparing the requests for approval.

5 Requests for approval

5.1 Determining qualifying authority

- 5.1.1** The determining authority under the Bill provisions is summarised in the table below.

Type of Submission	Determining Qualifying Authority
Unitary Areas	
All planning matters for approval under the Planning Conditions Schedule.	Metropolitan borough councils in West Midlands
	London borough councils
Non-Unitary Areas	
Plans and specifications and construction arrangements about waste and soil disposal and excavation of bulk materials from borrow pits.	County Councils
Construction arrangements comprising lorry routing.	
All other planning matters for approval under the Planning Conditions Schedule.	District Councils

5.2 Types of request for approval

- 5.2.1** The Planning Conditions Schedule in the Bill requires the nominated undertaker to submit requests for approval to qualifying authorities for the following:
- construction arrangements;
 - plans and specifications;
 - bringing into use; and
 - site restoration schemes.

- 5.2.2 Schedule 17 of the Bill sets out the grounds on which the qualifying authority may impose conditions on approvals, or refuse to approve the requests for approval.

5.3 Matters ancillary to development

- 5.3.1 The nominated undertaker will submit requests for approval of matters ancillary to development (construction arrangements) relating to road transport and construction camps, as these will not be covered by a class approval for generic matters (see section 6), for any other construction arrangements required by the Planning Conditions Schedule for which class approvals are not given, and for any case where the nominated undertaker wishes to depart from a class approval given.

5.4 Plans and specifications

- 5.4.1 The nominated undertaker will submit to the authority plans and specifications for certain permanent above ground building works, in accordance with paragraphs 2 and 3 of the Planning Conditions Schedule.

5.5 Bringing into use

- 5.5.1 The nominated undertaker will submit to the qualifying authority a bringing into use request under paragraph 9 of the Planning Conditions Schedule, for most scheduled works, apart from any which are below ground, and maintenance depots. The purpose of bringing into use requests is to ensure that appropriate mitigation has been incorporated, and no such work can be brought into use without such approval.

5.6 Site restoration scheme

- 5.6.1 The nominated undertaker will be required in the circumstances specified in paragraph 12 of the Planning Conditions Schedule to implement a site restoration scheme as agreed with or approved by the authority, or failing agreement, as determined by the relevant Secretaries of State.

6 Class Approval

- 6.1.1 A class approval may be made by the Secretary of State (paragraph 5 of Schedule 17) for the following generic construction arrangement matters:

- the handling of re-usable spoil and topsoil,
- storage sites;
- site screening;
- artificial lighting;
- suppression of dust; and
- mud on the highway.

- 6.1.2 The Secretary of State will consult the relevant authorities concerned on the content of the class approval. A class approval may be made subject to conditions which the nominated undertaker would be required to adhere to. Generic measures approved under a class approval will be subject to the same planning authority enforcement processes as would apply to construction arrangements approved under paragraph 4 of Schedule 17.

7 Expeditious handling of requests for approval

7.1 Dedicated staff

- 7.1.1 The qualifying authority must ensure that sufficient planning staff (and other relevant disciplines which may be required such as heritage, traffic or environmental health) resources are made available in order to process requests for approval in a timely manner, undertake pre-application discussions and attend meetings. Resources should be made available to provide sufficiently for any potential peaks in submissions from HS2, to cover for annual leave and any other absences.

7.2 Importance of expeditious handling of requests for approval

- 7.2.1 HS2 is an infrastructure project of national importance. The qualifying authority shall accordingly have regard to construction, cost and programme implications, and shall not seek to impose any unreasonably stringent requirements on the requests for approval of any construction arrangement, plans or specifications, mitigation scheme or site restoration scheme, which might frustrate or delay the project, or unreasonably add to its cost. In particular, the qualifying authority shall not seek to impose unreasonably stringent requirements or standards in respects of land use, planning, design or environmental matters. In this context, the qualifying authority shall give due weight to any conclusions reached by the Select Committee (subject to any modifications made by Parliament) which are relevant to matters submitted for approval (or agreement).

7.3 Timeframes for approval of requests

- 7.3.1 In recognition of the tight construction programme, the qualifying authority shall use reasonable endeavours, subject to its obligations under statute and statutory guidance from the Secretary of State, to determine any request for a relevant approval within the timetable referred to in paragraph 22(4) of the Planning Conditions Schedule (i.e. eight weeks) or, whenever possible, a lesser period. Where practicable, the nominated undertaker will respond quickly to requests for information or clarification to assist the planning authority in the timely processing of requests.
- 7.3.2 If the content of a request for approval, as set out in the relevant Planning Forum Note is not provided, an extended determination period will be agreed between the qualifying authority and the nominated undertaker in accordance with Schedule 17, paragraph 22(4).

7.3.3 Where additional details of a request for approval are submitted under paragraph 2(3), 3(4), 7(4) (as appropriate) of the Planning Conditions Schedule, the authority shall use its reasonable endeavours to make its decision on the approval expeditiously, and in any event within eight weeks after the date of submission of additional details.

7.3.4 The qualifying authority shall not require the nominated undertaker to vary the extent or content of a request for approval to include matters which could reasonably be included in a subsequent request (unless it is necessary for the determination of the first request).

7.3.5 When a qualifying authority wishes to agree conditions with the nominated undertaker it shall propose them at least seven days prior to the determination date of the request for approval, which will assist in determination within the eight-week period.

7.4 Decision-making processes

7.4.1 When necessary, the qualifying authority shall put in place appropriate internal decision making arrangements to ensure that this timetable for determining requests is achieved. If adherence to the normal committee cycle would make it difficult to reach decisions in accordance with the timetable, consideration should be given to authorising greater delegated powers for officers and/or the formation of a dedicated sub-committee.

7.4.2 Where only part of a request can be determined within this timetable, the qualifying authority shall not seek unreasonably to delay determination of the remainder. In consultation with the nominated undertaker the qualifying authority may grant approval for those aspects or subsidiary packages of works which they have been able to determine.

7.5 Nominated Undertaker

7.5.1 To facilitate effective consultation and ensure requests for approval are determined within the timetable referred to above, the nominated undertaker shall, engage in proportionate forward discussions about prospective requests for approval with the qualifying authority and statutory consultees. Forward discussions will, as relevant, include design development, submission dates and planning committee cycles.

7.5.2 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. Where the works for approval will have mitigating effect in relation to operational noise from the railway or new roads the nominated undertaker will provide information to show, so far as is reasonably practicable at that stage in the design process, how the noise mitigation performs and the expected conditions. 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 present an opportunity to raise concerns

7.5.3 In order to assist qualifying authorities with their resource planning, the nominated undertaker will, every quarter, provide a forward plan of requests for approval anticipated in the next six months. The nominated undertaker will notify the relevant qualifying authority if there is a significant change to the forward plan. The nominated undertaker will provide information to Planning Forum, prior to Royal Assent, on the programming of submissions, so far as reasonably practicable.

7.5.4 The nominated undertaker will use reasonable endeavours to submit a site restoration scheme, for the agreement of the qualifying authority, prior to the discontinuation of the use of any site for carrying out operations ancillary to the construction of any of the scheduled works.

7.5.5 In order to assist with the expeditious handling of submissions, where a request for approval is made by the nominated undertaker under the Planning Conditions Schedule, then for information purposes:

- if the site to which the request relates is on or close to an authority boundary, and is likely to impact upon it, a copy will be sent to the adjacent authority;
- if the request relates to lorry routes which pass through the areas of adjoining authorities, a copy will be sent to those adjoining authorities;
- in non-unitary areas, a copy will be sent to the non-determining authority, and
- in the areas subject to Opportunity Area Planning Frameworks, a copy will be sent to the Greater London Authority.

7.6 Delays in/refusal to determine

7.6.1 If the qualifying authority repeatedly fails to expedite requests for approval, or seriously fails to expedite a request in line with the timescale set out in paragraph 22(4) of the Planning Conditions Schedule, or repeatedly or seriously fails to act in accordance with all the requirements of this Memorandum, the Secretary of State may have sufficient grounds to order that the authority shall cease to have the powers of a qualifying authority under the Bill provisions. Prior to an authority being disqualified the nominated undertaker and the Secretary of State will discuss with the qualifying authority concerns regarding its performance and the performance of the nominated undertaker.

7.6.2 The approval of requests for approval by qualifying authorities will be monitored through the Planning Forum.

7.7 Justification for decision

7.7.1 Where an authority refuses approval of a request for approval, in addition to specifying the grounds under the Planning Conditions Schedule for its decision, it shall state clearly and precisely the full reasons for its decision.

7.7.2 Where the authority's decision in relation to the determination of plans and specifications has been reached on the ground that some aspect of the operation or work ought to be modified and is reasonably capable of being modified, or that the development ought to, and could reasonably be carried out elsewhere within the relevant limits, the authority shall include an explanation of why and how it considers the modifications should be made.

7.7.3 Where the authority's decision in relation to the determination of construction arrangements has been reached on the grounds that the arrangements ought to be modified and are reasonably capable of being modified, the authority shall include an explanation of why and how it considers modification should be made and where.

8 Applications outside the Bill process

8.1.1 There may be instances when it will be necessary to obtain permission for works which are not the subject of deemed consent granted by the Bill. Should the nominated undertaker seek permission through the normal planning process, the qualifying authority shall consider and determine the application expeditiously under normal planning procedures.

8.1.2 This Memorandum does not relate to applications for permission to construct over-site development - namely certain non-rail related development over operational structures such as stations and vent shafts. These will be taken forward under the normal planning process.

9 Relationship to other documents

9.1 Environmental Statement and EMR

9.1.1 In determining requests for approval the qualifying authority shall take into account the assessments in the Environmental Statement, the arrangements in the Code of Construction Practice, the Heritage Memorandum, the Environmental Memorandum, and any relevant undertakings and assurances concerning the project specified in the Register of Undertakings and Assurances.

9.2 Planning Context Report

9.2.1 The qualifying authority shall have regard to the Planning Context Report under paragraph 16 of the Planning Conditions Schedule and to the nominated undertaker's explanation of how an individual request for approval fits into the overall scheme of the works authorised by the Bill. This report is to include an indication of the location of scheduled and non-scheduled works to which requests for approval are expected to relate.

9.3 Statutory Guidance

9.3.1 The qualifying authority must have regard to statutory guidance issued by the Secretary of State in accordance with paragraph 26 of Schedule 17 to the Bill.

10 Procedures

- 10.1.1 The nominated undertaker shall submit requests for approval of construction arrangements, plans and specifications, and mitigation schemes in compliance with guidelines on standardised pro forma to be drawn up by the Forum.
- 10.1.2 The HS2 Bill makes provisions for the putting in place of regulations for fees for applications for approval under Schedule 17. The regulations may provide that where fees are agreed directly with a qualifying authority, the fees prescribed by the regulations will not apply.
- 10.1.3 Where the nominated undertaker is aggrieved by a decision of a planning authority on a request for approval they may appeal the decision to the appropriate Ministers. Appeals can also be made if requests for approval are not determined within the time period set out in the Bill. Unless the appropriate Minister/s direct otherwise, their functions in relation to the determination of appeals will be carried out by the Planning Inspectorate. Appeals will be dealt with on the basis of written representations unless the person deciding the appeal directs otherwise.



Subject: Planning applications received and enforcement notices served since 24 September 2016
Meeting date: 15 December 2016
Report to: Planning Committee
Report of: Director of Planning

For Noting

This report will be considered in public

1 Summary

- 1.1 This report appends a list of all planning applications received and enforcement notices served by OPDC from 24 September 2016 to 30 November 2016.

2 Recommendations

- 2.1 **The Committee is requested to note the list of planning applications received and enforcement notices served since 24 September 2016, as appended to this report.**

3 Financial Implications

- 3.1 Of the 26 applications received in the period, 20 have been delegated to Ealing and three to Brent. Three will be determined by OPDC. The fees received in respect of the delegated applications will be paid to the relevant local authority.
- 3.2 OPDC has issued one enforcement notice during this period.

Appendices:

- Appendix A – List of planning applications received since 24 September 2016
- Appendix B – List of enforcement notices served since 24 September 2016

List of Background Papers:

None

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Planning Committee: List of planning applications received since 24 September 2016

Appendix A

Date received by OPDC	Applicant name	Site address	Postcode	Description of development	Status
26/9/2016	Central London Europa Studios Ltd c/o Weston Allison Wright	Unit 1 Europa Buildings, Victoria Road, Park Royal	NW10 6ND	Replacement of existing 2m high timber fence to rear yard with new 2.4m high galvanised steel palisade fence complete with 1 no 1.2m wide pedestrian gate and no double vehicle gate in similar design	Delegated - Ealing
27/9/2016	Infinity Outdoor	152 Dukes Road Acton	W3 0SL	Installation of 1 x 14m triangular structure incorporating two digital display advert signs measuring 9m x 6m	Delegated - Ealing
26/9/2016	Double 4 ltd co/o Bidwells	37-43 Gorst Road	NW10 6LA	Proposed change of use from Class B2 (industrial) to mixed use resulting in Class B2 (industrial) and Class B8 (storage)	Delegated - Ealing
28/9/2016	Neame and C/o Town Planning Bureau	Unit B and C Rear of builders depot, Abbey Road	NW10 7SJ	Creation of a vehicular access and installation of gates with associated modification to the existing car parking arrangement to the HSS Hire site known as Unit C	Delegated - Brent
30/09/2016	London Properties PTE Ltd c/o DP9	Nash House, Old Oak Lane, Park Royal	NW10 6UA	change of use from student accommodation (sui generis) to co-living (sui generis)	Delegated - Ealing
03/10/2016	Plumbing Pensions UK Ltd c/o JLL	Unit 1 The Royal London Estate, 29-35 North Acton Road	NW10 6PE	change of use from warehouse (Class B8) to commercial bakery (use class B1c and B2) together with ancillary A1	Delegated - Ealing
03/10/2016	Rockbridge LLP c/o Savills	Land at junction of Chase Road and Victoria Road	W3 6AD	Discharge of condition 16 (sustainability) pursuant to planning application ref: 161861OPDFUL	Delegated - Ealing
20/10/2016	Fairview Estates /o Deloitte	First Central, Coronation Road/Lakeside Drive, Park Royal, London	NW10	Request for an Environmental Impact Assessment Scoping Opinion in accordance with Regulation 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) in association with a development comprising:- up to a maximum of 820 residential units, with complementary commercial and employment uses (c. 1,700 sqm), plus associated highways, parking and landscaping.	To be determined by OPDC

Planning Committee: List of planning applications received since 24 September 2016

Appendix A

Date received by OPDC	Applicant name	Site address	Postcode	Description of development	Status
24/10/2016	Mrs Caraha c/o Plans 4U Ltd	65 Wesley Avenue, Park Royal	NW10 7BL	Use of existing outbuilding from gym/games room to include use as ancillary residential annexe to main dwelling	Delegated - Ealing
24/10/2016	Brixton Properties c/o Deloitte	Monarch House, Victoria Industrial Estate, Victoria Road, North Acton	W3 6UR	Discharge of condition 5 pursuant to planning application ref: 162124FUL dated 14/10/2016 for Change of use of the existing building from office (Class B1 (a)) to hotel (Class C1); demolition and replacement of the second floor; and alterations to the external appearance of the building to create a 133 bed hotel with a new guards hut, cycle store car parking and associated works (Departure from the Local Plan).	Delegated - Ealing
27/10/2016	Createfuture Ltd c/o Nathaniel Lichfield and Partners	The Portal, Portal Way, North Acton		Development of the site to provide a part 10, part 36 storey building comprising 355 residential units and ancillary facilities (Use class C3) with a mix of studio, 1 bed, 2 bed and 3 bed flats and 549sqm (GIA) of flexible use Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or D1 and/or D2 floor-space and a landscaped public realm together with associated public and private amenity space, cycle parking, car parking, servicing, landscaping and other associated works	Delegated - Ealing
31/10/2016	City & Docklands Ltd c/o Quod	Mitre Wharf, Scrubs Lane, LONDON	NW10 6QE	Request for an Environmental Impact Assessment Screening Opinion in accordance with Regulation 5(1) of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (as amended) in association with a mixed-use, residential led development	To be determined by OPDC (decision issued 21/11/2016)
03/11/2016	Mr Mohamed Alali c/o Siraf Associates	29-31 Minerva Road, Park Royal	NW10 6HH	Change of use from A1 (retail) to A5 (hot food takeaway)	Delegated - Ealing

Date received by OPDC	Applicant name	Site address	Postcode	Description of development	Status
03/11/2016	Brixton Properties c/o Deloitte	Monarch House, Victoria Industrial Estate, Victoria Road, North Acton	W3 6UR	Discharge of conditions 22 and 23 pursuant to planning application ref:162124FUL dated 14/10/2016 for Change of use of the existing building from office (Class B1 (a)) to hotel (Class C1); demolition and replacement of the second floor; and alterations to the external appearance of the building to create a 133 bed hotel with a new guards hut, cycle store car parking and associated works (Departure from the Local Plan).	Delegated – Ealing
07/11/2016	Blu Corners Ltd c/o Logcreation uk	5 Cullen Way, Park Royal	NW10 6JZ	Change of use to D1 (training centre)	Delegated – Ealing
10/11/2016	Brixton Properties c/o Deloitte	Monarch House, Victoria Industrial Estate, Victoria Road, North Acton	W3 6UR	Discharge of conditions 4 and 6 pursuant to planning application ref:162124FUL dated 14/10/2016 for Change of use of the existing building from office (Class B1 (a)) to hotel (Class C1); demolition and replacement of the second floor; and alterations to the external appearance of the building to create a 133 bed hotel with a new guards hut, cycle store car parking and associated works (Departure from the Local Plan).	Delegated – Ealing
14/11/2016	Mr Kamal Sha, c/o Dhiraj Dudhia	6, Unit 3 Concept House, McNicol Drive London	NW10 7AW	Installation of a pre-fabricated toilet cubicle	Delegated - Brent
15/11/2016	Babcock International Group c/o Lambert Smith Hampton	17 Western Road, Park Royal	NW10 7LT	Various works comprising new single storey extension to existing building on western elevation to accommodate equipment storage space; installation of new insulated roller shutters on existing work-bay/inspection bay and recycling bay; installation of new guardrail protection to cantilever gate sliding zone; replacement of existing intercom/access controls with new TDSI intercom access controls to existing post; and replacement of existing gate	Delegated – Ealing

Planning Committee: List of planning applications received since 24 September 2016

Appendix A

Date received by OPDC	Applicant name	Site address	Postcode	Description of development	Status
				with new cantilever gates to allow car and arctic vehicle access.	
16/11/2016	Park Royal Investments c/o Daniel Watney LLP	7-23 Park Royal and 10 Cullen Way	NW10 7JH	Display of unilluminated powder coated metal building signage on west elevation of no 23; internally illuminated powder coated metal building signage on west elevation of no 7-21; unilluminated powder coated metal building signage on north elevation of no 10; and internally illuminated powder coated metal delivery sign on east elevation of no 7-21	Delegated – Ealing
17/11/2016	First Central Management Company c/o CGMS	First Central, Coronation Road/Lakeside Avenue, Park Royal	NW10 7FL	Details of condition 12 part f pursuant to planning permission ref: 10/3221 dated 28/3/12	Delegated – Brent
21/11/2016	Bradbrook Consulting c/o David Forastieri	Light House, Western Road, Park Royal	NW10 7LT	Details of condition 18 pursuant to planning application reference PP/2015/3170 dated 21/9/2015	Delegated - Ealing
22/11/2016	Power House developments c/o PPM Planning Ltd	Power House, Old Oak Lane	NW10 6EJ	Details of condition 1 pursuant to planning application reference 16/0108/PRNOPDC for Prior notification of proposed change of use from Office (class B1a) to residential (C3) 21 flats	To be determined by OPDC
23/11/2016	Central London Europa Studios Ltd c/o Daniel Watney	Europa Studios, Victoria Road	NW10 6LT	Prior notification of change of use from Office (B1a) to Residential (C3)	Delegated – Ealing
24/11/2016	First Mile Ltd c/o Oaktree Environmental Ltd	32-38a Minerva Road, Park Royal	NW10 6HJ	Change of use to B2 material sorting facility together with the extension of the existing yard, extension of existing building, relocation of portable offices and installation of platform weighbridge	Delegated – Ealing

Planning Committee: List of planning applications received since 24 September 2016**Appendix A**

Date received by OPDC	Applicant name	Site address	Postcode	Description of development	Status
24/11/2016	Lakeside Drive co/o JLL	Unit 16 Vision Industrial Park, Kendal Avenue, Acton	W3 0AF	Continued use of building as a customer collaboration centre (marketing and training activity) (Sui Generis use)	Delegated - Ealing
28/11/2016	Mr Chandna c/o Mrs Williams	4 Crewe Place, Park Royal	NW10 6TR	Demolition of two existing extensions and erection of single extension to the rear, installation of new roof lights, block one of the existing windows, together with window and door replacement	Delegated - Ealing

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Planning Committee: List of planning enforcement notices served since 24 September 2016**Appendix B**

Date case opened by OPDC	Details of breach	Site address	Postcode	Action taken	Effective date	Compliance due date
8/9/2016	Unauthorised use of premises as shisha cafe	30h Park Royal Road	NW10 7JW	Enforcement notice served 11/10/2016	9/11/2016	8/2/2017

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