HS2 Context Report

Prepared For

The London Borough of Hammersmith & Fulham and Old Oak & Park Royal Development Corporation (OPDC)

December 2017

Table of Contents

Preface

Purpose

This Planning Context Report provides an overview of HS2 works that will take place within Old Oak & Park Royal Development Corporation (OPDC) and the London Borough of Hammersmith & Fulham (the Borough) and a programme for making requests for approval under Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017 ("the HS2 Act").

The report has been prepared in fulfilment of the requirements of paragraph 16 (1) (a) of Schedule 17 to the Act, which states:

> *A planning authority need not consider a request for approval under Part 1 [of Schedule 17 to the Act] unless:*
>
> > *a) the nominated undertaker has deposited with the authority a document setting out its proposed programme with respect to the making of requests under that Part to the authority,*

This document accordingly sets out the proposed programme for making requests under Schedule 17 to the HS2 Act. This document also meets the requirement of paragraph 9.2 of the High Speed Rail (London – West Midlands) Planning Memorandum (the "Planning Memorandum"), which states that the '*…report is to include an indication of the location of the scheduled and non-scheduled works to which requests for approval are expected to relate*.'

Status

This document is deposited for information only. It does not require the approval of the planning authority.

Structure

This document contains five sections:

Section 1: Introduction to HS2

Describes in outline the HS2 project, summarises the planning regime and outlines obligations with respect to mitigation of environmental impacts.

Section 2: HS2 in OPDC and the London Borough of Hammersmith & Fulham

Outlines the proposals within the OPDC and the Borough, and describes the permanent, preparatory and temporary works.

Section 3: Landscape and Restoration

Outlines landscape and restoration works proposed after construction.

Section 4: Programme for Requests for Approval under Schedule 17

Sets out the programme for submission of requests for approval.

Section 5: Planning Context Report Plans – Construction and Operation

Illustrates the location of permanent and temporary works in OPDC and the Borough.

Other Relevant Documents

To understand the full background to the HS2 proposals and to the planning regime under which requests for approval are to be made, reference should be made to the following documents:

- The HS2 Act;
- The HS2 Environmental Statement ; and
- The High Speed Rail (London – West Midlands) Environmental Minimum Requirements ("the EMRs").

Annex 1 signposts these and other relevant documents.

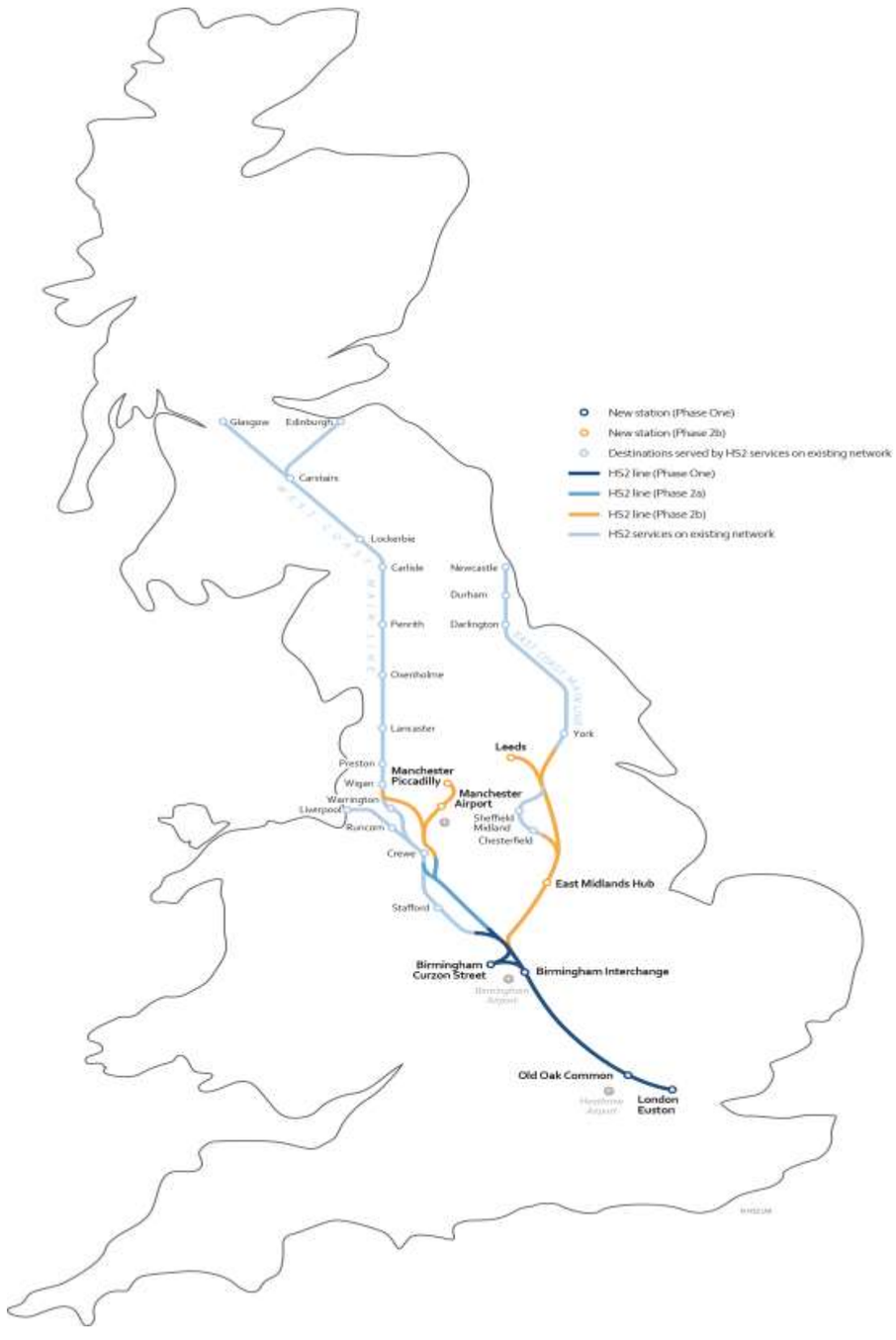
1. Introduction to HS2

The HS2 Project

1.1 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 On 23rd February 2017 Royal Assent was granted for Phase One of HS2, which comprises of a new high speed railway between London and the West Midlands with stations at London Euston, Old Oak Common, Birmingham Interchange, and Birmingham Curzon Street. Figure 1 illustrates the Phase One route between London – West Midlands and Phase Two proposals.

Figure 1: HS2 route map



Control of Environmental Impacts

1.3 The environmental impacts of the construction, maintenance and operation of HS2 will be controlled in three ways:

- Controls within the HS2 Act such as approvals for designs and construction arrangements;
- Policies, commitments and undertakings entered into outside of the Act, including the EMRs; and
- Existing legislation, unless expressly or impliedly dis-applied or modified by the Act.

1.4 These controls are summarised below.

Environmental Statement

1.5 The HS2 Phase One Environmental Statement (ES) was published in November 2013. It has been supplemented by a number of additional volumes as further information has become available, and in light of proposed changes to the project1.

1.6 The ES identifies the likely significant effects that will arise from the construction and operation of HS2 and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. The assessment is based on a number of assumptions about design and construction practices.

1.7 As the project is taken forward to detailed design and construction there may be changes to assumed construction methods and design, subject to the requirements of the Act, the EMRs, and any approvals required from consent granting bodies, and in response to the requirements of any relevant Undertakings or Assurances.

Controls in the Act

The Planning Regime

1.8 Section 20 to the HS2 Act grants deemed planning permission under Part 3 of the Town and Country Planning Act 1990 ("the TCPA") for the works authorised by the HS2 Act. This permission is subject to the requirement that certain approvals need to be obtained from the relevant planning authorities under the planning regime established by Schedule 17 to the Act. The conditions in Schedule 17 are enforceable by the planning authority in accordance with the TCPA.

1.9 The principal works authorised by the HS2 Act are described in Schedule 1 (the "scheduled works"). The descriptions in Schedule 1 to the HS2 Act set out the type of work and their location, for example:

Work No.1/1 – A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Coburg Street, Mornington Street, Granby terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common and a Crossover Box at Victoria Road.

1.10 The scheduled works must be constructed in the locations and to the levels relevant to each scheduled work shown on the deposited plans and sections (the 'Limits of Deviation'). The scheduled works may deviate vertically downwards from the levels shown to any extent, and may deviate upwards up to 3 metres subject to the upper limits defined for certain works such as stations, depots or shafts.

1.11 Section 2 to the HS2 Act authorises, within the Act limits, the construction and maintenance of a wide range of other development for the purposes of or in connection with the scheduled works, or otherwise for Phase One purposes. Section 2 also authorises, within the Act limits, the carrying out and maintenance of landscaping and other works to mitigate adverse effects of the construction, maintenance or operation of the works and to carry out and maintain works for the benefit or protection of land affected by the works.

1.12 Such ancillary works may be constructed within Act limits as defined on the deposited plans. The HS2 Act only grants deemed planning permission for the construction of works which are not scheduled works if they are with the scope of the ES that accompanies the HS2 Act.

1.13 Schedule 2 to the Act authorises further works, including surveys and investigation of land, support of buildings, works to trees, discharge of water, and temporary works to certain waterways.

1.14 Schedule 17 to the Act defines the detailed planning regime which will apply to the planning authority affected by works to construct and operate HS2.

1.15 The planning regime under Schedule 17 is different to that of the TCPA. It differs from the TCPA process in how it defines the matters that require approval and the grounds that the planning authorities can have regard to in determining requests for approval. The grounds for the imposition of conditions and/or the refusal of Schedule 17 submissions are limited in comparison to the TCPA process. This is because the works already have deemed planning permission through the Act and there are other complementary controls imposed through the HS2 Act and EMRs.

1.16 Schedule 17 requires the nominated undertaker to submit the following details to planning authorities, for approval or agreement:

- Plans and specifications of certain works;
- Matters ancillary to development ("construction arrangements");
- Road Transport (lorry routes);

[1] An Environment Statement has been published with the Additional Provision tabled by the Promoter in September 2014. In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015.

- Bringing into use; and
- Site restoration schemes.

1.17 Planning authorities who have given the Secretary of State undertakings, as set out in the Planning Memorandum, with respect to the handling of planning matters under Schedule 17, have become 'qualifying authorities'. The main provisions of the Planning Memorandum are summarised in Section 1.51 below.

1.18 The OPDC and the Borough have become a qualifying authorities.

1.19 In relation to qualifying authorities, the operations or works for which plans and specifications will be submitted for approval are identified in Table 1.

Table 1: Operations or works requiring approval of plans and specifications

PLANS AND SPECIFICATIONS	
BUILDING WORKS (paragraph 2 of Schedule 17)	The erection, construction or alteration of any building, other than a temporary building.
OTHER CONSTRUCTION WORKS (paragraph 3 of Schedule 17)	Road vehicle parks; Earthworks; Sight, noise or dust screens; Transformers, telecommunication masts or pedestrian accesses to railway lines; Fences or walls, and Lighting equipment.
WASTE AND SPOIL DISPOSAL AND EXCAVATION (Paragraph 7 of Schedule 17)	Disposal of waste or spoil. Excavations of bulk materials from borrow pits.

1.20 In relation to qualifying authorities, development must be carried out in accordance with matters ancillary to development (construction arrangements) approved by the relevant planning authority (paragraph 4 of Schedule 17).

1.21 Schedule 17 enables the Secretary of State to make a class approval for construction arrangements, except in relation to construction camps (paragraph 5 of Schedule 17). A class approval was made by the Secretary of State on 24th March 2017, following consultation with the planning authorities affected, for the following generic construction arrangement matters: handling of re-usable spoil and topsoil; storage sites; site screening; artificial lighting; suppression of dust; road mud control measures. The approval of construction camps is not included in the class approval.

1.22 Where lorry movements exceed 24 to/from a construction site, the lorry route must be approved (paragraph 6 of Schedule 17) by the relevant qualifying authority.

1.23 The relevant qualifying authority approves a bringing into use request for approval (paragraph 9 of Schedule 17), 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.

1.24 A site restoration scheme will be submitted for agreement with the relevant planning authority in accordance with paragraph 12 of Schedule 17.

1.25 The planning authority must have regard to statutory guidance issued by the Secretary of State in accordance with paragraph 26 of Schedule 17 to the HS2 Act.

Other Consents in the Act

1.26 In addition to the planning regime described above, Schedules 4 and 33 to the HS2 Act contain provisions setting out the protections to be provided for various bodies with statutory responsibilities likely to be affected by the works.

Schedule 4 – Accesses to highways affecting traffic

1.27 To control the impact of constructing new or altering existing accesses onto the local road network, local highway authorities have an approval role. For the opening of an access onto, or the alteration of, a road at a place shown on the deposited plans the works must be carried out in accordance with plans and specifications approved by the highway authority. In addition the local highway authority may require the access to be moved elsewhere within the Act limits where that is reasonably capable of being done. If an access is required at a location other than that shown on the deposited plans, the consent of the highway authority is required, subject to its approval of plans and specifications.

Schedule 4 – Stopping up, diversion and interference with the highway

1.28 During construction the temporary closure, diversion or interference with highways will be required. In order to address local impacts the Act provides for highway authority input. Where a highway is specified within the Act, the nominated undertaker must consult the highway authority about the exercising of the powers before doing so. Where the powers are to be exercised in relation to a highway not specified within the Act the nominated undertaker must obtain the consent of the highway authority.

Schedule 33 – Highways

1.29 Part 1 of Schedule 33 requires the nominated undertaker in exercising the powers in the Act in relation to highways to have regard to the potential disruption of traffic and to seek to minimise such disruption so far as reasonably practicable, and gives highway authorities rights of approval over various matters concerning details of the works affecting highways.

1.30 Additional controls are contained in Schedule 4. Where the nominated undertaker constructs a new or alters an existing highway, the construction or alteration must be completed to the reasonable satisfaction of the highway authority, who shall certify that fact in writing to the nominated undertaker.

1.31 Where the nominated undertaker constructs or realigns a highway that is constituted or comprises a carriageway, it must be carried out in accordance with plans, sections and specifications approved by the highway authority.

Schedule 33 – Water

1.32 The construction of HS2 will have impacts on inland waterways and land drainage, flood defences, water resources and fisheries. In order to address these impacts the Act includes a range of controls for the relevant authorities.

1.33 The impacts on inland waterways are addressed in Part 4 of Schedule 33, this gives the Canal and River Trust the power to approve plans and specifications for works affecting waterways for which it is responsible.

1.34 Part 5 of Schedule 33 states that before beginning to construct any "specified work" (in the main, those affecting drainage, flood storage and flood defence, the flow or purity of water and conservation of water resources), the nominated undertaker will submit plans, including method statements, for the works to the Environment Agency or local drainage authorities (i.e. lead local flood authorities, or internal drainage boards) for approval. Works will be constructed in accordance with the approved plans.

1.35 The Environment Agency or local drainage authorities may, amongst other matters, make conditions requiring the nominated undertaker at its own expense to construct such protective works as are reasonably necessary to safeguard any drainage work against damage or to ensure its efficiency for flood defence purposes is not impaired during the construction of the specified works.

1.36 These provisions have effect instead of the normal consenting regime which would apply, for example, under the Land and Drainage Act 1991, or the Environmental Permitting Regulations 2010.

Schedule 33 - Other Controls

1.37 Schedule 33 – Protective provisions also include the requirement for consultations and agreements from statutory utilities undertakers.

Schedule 18 – Listed Buildings

1.38 The HS2 Act disapplies the normal controls requiring conservation area consent and listed building consent under the Planning (Listed Building and Conservation Areas) Act 1990, for the demolition, alteration or extension of listed buildings and unlisted buildings. The disapplication applies to the extent specified in Schedule 18 to the Act.

1.39 In recognition of the removal of the requirement for listed building consent, heritage agreements have been entered into between the nominated undertaker, Historic England and relevant local authorities. These agreements require approvals to detailed method statements in relation to the works subject to the disapplication of the normal listed building controls.

Environmental Minimum Requirements

1.40 There are a variety of control mechanisms and mitigation strategies outside of the HS2 Act. These are captured in the EMRs.

1.41 The EMRs are a suite of documents that have been developed in consultation with local authorities and other relevant stakeholders. The nominated undertaker is contractually bound to comply with the controls set out in the EMRs, through the Development Agreement with the Secretary of State.

1.42 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:

- results from a change in circumstances which was not likely at the time of the ES[2] ;
- would not be likely to be environmentally significant[3] ;
- results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive[4] ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive[5]; or
- would be considered as part of a separate consent process (and therefore further EIA if required).

1.43 In addition to general principles, the EMRs comprise:

- a number of specific requirements, including that the nominated undertaker will use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by HS2, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme;

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[2] i.e. a situation that could not reasonably have been anticipated at the time of the ES.

[3] This covers all effects (both positive and adverse) where those effects are simply of no environmental significance.

[4] 2011 consolidated EIA Directive (2011/92/EU).

[5] Broadly, this would not allow those changes or extensions to the project which would give rise to adverse environmental effects within the EIA.

- the undertakings and assurances given to Parliament and petitioners by the Secretary of State during the passage of the High Speed Rail (London – West Midlands) Bill (the Bill); and
- the Code of Construction Practice, Planning Memorandum, Heritage Memorandum, and Environmental Memorandum.

Undertakings and Assurances

1.44 During the passage of the Bill through Parliament, the Secretary of State entered into a range of undertakings and assurances. The HS2 Act Register of Undertakings and Assurances contains all the undertakings and assurances given to petitioners and to Parliament before and during the passage of the Bill. The register forms part of the EMRs and as a result the nominated undertaker is contractually bound to deliver them.

Code of Construction Practice

1.45 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities.

1.46 The CoCP sets out the measures that nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable:

- General requirements related to community relations, hours of work, pollution incident control and security, etc;
- Agriculture, forestry and soils;
- Air quality;
- Cultural heritage;
- Ecology;
- Ground settlement;
- Land quality;
- Landscape and visual;
- Noise and vibration;
- Traffic and transport; and
- Water resources and flood risk.

1.47 Local Environmental Management Plans (LEMPs) will be prepared for each local authority area.

1.48 The LEMPs will include a number of specific measures by topic, as relevant to each local authority area. The LEMPs will build on the general environmental requirements contained in the CoCP and will set out how the project will adapt and deliver the required environmental and community protection measures within each relevant local authority area.

1.49 The nominated undertaker and/or its contractors will engage with the local communities, local authorities and other stakeholders in order to develop the LEMPs.

Planning Memorandum

1.50 The Planning Memorandum is Annex 2 of the EMRs. It sets out in detail the responsibilities and requirements in relation to planning matters for those authorities that choose to become qualifying authorities. It also sets out requirements for the nominated undertaker in the implementation of Schedule 17 of the HS2 Act.

Heritage Memorandum

1.51 The Heritage Memorandum is Annex 3 of the EMRs. It provides a framework for the nominated undertaker, Historic England, local authorities and other stakeholders to work together to ensure that the design and construction of Phase One is carried out with proper regard to the historic environment.

Environmental Memorandum

1.52 The Environmental Memorandum is Annex 4 of the EMRs. It provides a framework for the nominated undertaker and representatives of the National Environment Forum to work together to ensure that the design and construction of the HS2 Phase One is carried out with due regard for environmental considerations.

Planning Forum

1.53 The HS2 Phase One Planning Forum was established to help co-ordinate and secure the expeditious implementation of the planning provisions in the Act. The primary objectives and functions of the Planning Forum are:

- To prepare notes on related matters, which will set out standards and practices to be followed by those implementing the planning regime;
- To consider common design items for certain structures associated with the railway (such as bridges, acoustic barriers or retaining walls).

1.54 The Planning Forum has a number of sub-groups:

- Highways Subgroup;
- Environmental Health Subgroup;
- Heritage Subgroup; and
- Flood Risk and Drainage Subgroup.

Environmental Management System

1.55 As part of the sustainability policy, the nominated undertaker will develop an environmental management system (EMS) in accordance with BS EN ISO 14001. The EMS provides the process by which environmental management, both within its organisation and in relation to its operations, is undertaken to ensure the relevant findings of the ES are addressed through the construction phase.

1.56 The nominated undertaker will require each of its main contractors to have an EMS certified to BS EN ISO14001. Their EMS will include roles and responsibilities, together with appropriate control measures and monitoring systems to be employed during planning and constructing the works for all relevant topic areas. Where the lead contractor is a joint venture, the EMS will be certified to cover the activities of the joint venture.

Management of Construction Traffic

1.57 The HS2 Routewide Traffic Management Plan (RTMP) describes the principles and objectives for the management of transport, highways and traffic during the delivery of the works. It codifies the discussions held with the highway authorities along the HS2 Phase One route via the Highway Subgroup to the Planning Forum and takes into account the best practice used during the delivery of similar large construction projects.

1.58 The RTMP document will be supplemented with a series of Local Traffic Management Plans (LTMPs) along the route. LTMPs will set out the full range of local controls, significant works programmes for highways and other appropriate matters.

1.59 Regular local Traffic Liaison Group (TLG) meetings have been established with local highway authorities so that matters such as LTMPs and site specific traffic management schemes can be reviewed prior to submission or approval and the implementation of schemes reviewed and other monitoring reported, along with other matters of interest discussed and co-ordinated.

Excavated Material & Waste Management

1.60 Measures to reduce potential impacts from waste management are described in section 15 of the CoCP. An integrated design approach has been developed to use excavated material to satisfy the fill material requirements wherever reasonably practicable. This approach will reduce the need for imported materials and reduce the amount of excavated material requiring off-site disposal. This includes reuse of all topsoil and agricultural subsoil as close to the point of excavation as practicable.

1.61 All waste generated from the design, construction and operation will be managed in accordance with the waste hierarchy. This places waste prevention as the preferred option at the top, followed by reuse, recycling and other recovery, with landfill disposal at the bottom as the last resort. Information Paper E3 provides further detail.

Management of Noise and Vibration

1.62 The nominated undertaker will obtain consents under Section 61 to the Control of Pollution Act 1974, which will include noise limits and vibration limits where relevant and site specific management and mitigation requirements for noise and vibration, both on and off site.

1.63 In relation to the control of construction noise and vibration, Information E23 provides further detail. Information Papers E20, E21 and E22 provide further detail on operational noise from the railway.

1.64 Noise and vibration monitoring will be carried out at different times during the lifetime of the railway. Where noise and vibration performance deviates from expected conditions, actions will be taken as described in Information Paper F4.

Existing Legislation and Other Safeguards

1.65 Unless a piece of existing legislation is expressly or impliedly dis-applied or modified by the HS2 Act, it will continue to apply. For example, environmental permits in relation to discharges will still be required and the Control of Pollution Act 1974 (COPA) will continue to apply.

Oversite Development

1.66 The HS2 Act does not grant approval for any oversite development. Consent for any such development will be applied for and determined through normal planning processes. However, the HS2 Act does authorise works to enable future oversite development, for example the construction of additional foundations or deck structures.

1.67 The HS2 Act also puts in place requirements in respect of the environmental assessment of oversite development. It defines the circumstance where the planning application for such development proposed to replace a building demolished or substantially demolished for HS2 must be accompanied by an environment impact assessment.

Safety and Security

1.68 HS2 will create a railway designed, built and operated with world-class health, safety and security standards. All HS2 infrastructure will be designed in accordance with appropriate standards and policies for public safety. The following are some key design principles that will be applied:

- Adoption of hostile vehicle mitigation and blast resilient glazing and facades where appropriate;
- Application of Crime Prevention Through Environmental Design principles across all of the HS2 network but with particular emphasis on all publically accessible spaces;
- Selection of vandal-resistant materials and designs;
- Appropriate use of surveillance systems and lighting;

- Integration of natural way-finding into designs to configure spaces that are easy to navigate and use of signage that is clean and unambiguous.

2. Description of Works in the London Borough of Hammersmith and Fulham and Old Oak & Park Royal Development Corporation

Introduction and Summary

2.1 The HS2 route through the London Borough of Hammersmith and Fulham (LBHF) will be approximately 8om in length. The route enters the LBHF from the Royal Borough of Kensington and Chelsea (RBKC) below Kensall Green Cemetery via the underground twin-bore Euston tunnel before crossing under the Grand Union Canal into OPDC area. The route through the OPDC area will be approximately 4.5km in length. The majority of the route will be below ground with the exception of Old Oak Common station buildings.

2.2 The tunnels enter the OPDC area from LBHF to the east, and proceed south-westward to emerge at the new Old Oak Common HS2 interchange station before travelling westward through a cross-over box at Victoria Road and via the underground twin-bore Northolt tunnel. The route enters the London Borough of Ealing (LBE) below Hanger Lane (North Circular Road).

2.3 Within the OPDC area, approximately 1.70km of the route is located in LBHF and 2.86km is in the London Borough of Ealing (LBE). Construction works will also take place in the northern section of OPDC within the London Borough of Brent (LBB). OPDC is the Local Planning Authority and is responsible for all planning functions and decisions relating to HS2 for its area.

2.4 As the project is taken forward to detailed design and construction there may be changes to the programme, construction methods and design summarised in this report, subject to the requirements of the HS2 Act, the Environmental Minimum Requirements, and any approvals required from relevant authorities.

2.5 The following sections of the report summarise the scheduled and main non-scheduled works within LBHF and OPDC. The works are described from south to north.

Route Description

2.6 Within the OPDC area, the route travels below land currently occupied by rail depots and extensive railway sidings. The construction works also occur in the current location of the Great Western Mainline (GWML).

2.7 From Old Oak Common station, the railway will continue westward via the twin-bored Old Oak Common tunnel, beneath Old Oak Common Lane and Wells House Road.

Station Description

2.8 A new HS2 interchange station and associated infrastructure, known as Old Oak Common station, will be constructed within the Old Oak Common site on land currently occupied by the GWR and Heathrow Express (HEx) depots, which will be demolished. The station site is approximately 900m long, and is bordered by Old Oak Common Lane and Wells House Road to the west, the Great Western Mainline (GWML) tracks and Intercity Express Programme (North Pole) depot to the south and the Crossrail depot, currently (2016) under construction, to the north. The open spaces of Wormwood Scrubs and Little Wormwood Scrubs lie further to the south.

2.9 The new station at Old Oak Common will contain six HS2 platforms and comprise two underground levels with a further two levels above ground level. The roof of the station building will be approximately 25m above its surrounding ground level. The station will act as an interchange between the new high speed railway lines and the GWML, Heathrow Express and Crossrail services. Pedestrian and vehicular access to Old Oak Common station will be from entrances on Old Oak Common Lane to the west

2.10 Assurances were provided to TfL and GLA in respect of a number of TfL and OPDC access links to the Old Oak Common Station.

2.11 Within the station ancillary retail, welfare and passenger information facilities will be provided. Emergency exits from the ground level platforms will be provided by footbridges at the platform ends.

At the eastern end of the station there will be:

- an emergency intervention and evacuation shaft measuring approximately 4m above ground level to provide an escape route from the Euston tunnel;
- a vent shaft measuring approximately 8m above ground level to provide
- ventilation to the covered areas of the station and evacuation for maintenance staff; and
- a vent and emergency intervention and evacuation shaft measuring approximately 6m above ground level to provide an escape route from the station platforms.

At the western end of the station there will be:

- a vent and emergency intervention and evacuation shaft measuring approximately 6m above ground level to provide an escape route from the station platforms; and
- an emergency intervention and evacuation shaft measuring approximately 4m above ground level to provide an escape route from the Old Oak Common tunnel.

2.12 Pedestrian access will be from Old Oak Common Lane. Traffic will access and exit the station at two points – both on Old Oak Common Lane; north-west of the station and to the south west of the station, close to the site access of the existing rail depots. Internal roads will provide access for buses, taxis, cars dropping-off passengers and emergency vehicles. They will also connect to the staff and short-term parking areas.

2.13 Old Oak Common Lane will be realigned, and a pedestrian access provided via a subway.

2.14 Access to the Crossrail depot will be provided from the west, through the train carriage washing area. Additional GWML trackworks will be undertaken in this area to allow realignment of the depot tracks with associated relocation of rail systems equipment.

Victoria Road Box

2.15 From Old Oak Common station, the railway will continue westward via the twin-bore Old Oak Common tunnel, beneath Old Oak Common Lane and Wells House Road. It will then connect with the Victoria Road crossover box, which is a structure to allow HS2 trains to change tracks, and vent shafts located between Chase Road to the west, Victoria Road to the east and Bethune Road to the north. The crossover box will be approximately 240m in length and will be located below ground level. Two head houses will be constructed above the Victoria Road crossover box, with a permanent maintenance base comprising a single-storey accommodation building located off Chase Road. A new auto transformer station will be constructed in this location.

Victoria Road

2.16 New pedestrian subways will be provided on Victoria Rd (at the Crickelwood to Acton Wells Junction railway).Part of the carriageway will be widened and a new pedestrian footbridge constructed to provide access over the Acton and Northolt Line.

Alterations to Existing Railways

2.17 Alterations to the existing railway network infrastructure and new infrastructure provisions will be required as follows:

- construction of new GWML structures over Old Oak Common Lane and London Underground Central line north of existing rail crossing;
- realignment of GWML tracks into the new Old Oak Common station.

2.18 A flyover and turnback tracks for Crossrail services (close to Old Oak Common Lane).

Preparatory and Temporary Works

2.19 Building and preparing the railway for operation will comprise of the following general stages:

- Advance works: site investigations, preliminary mitigation works, preliminary enabling works and utility works;
- Engineering works: establishment of construction compounds, site preparation and enabling works, main earthworks and structure works;
- Construction of tunnels by tunnel boring machine (TBM);
- Construction of ventilation shafts and headhouses;
- Railway installation works: establishment of construction compounds, railway infrastructure installation, fit-out of tunnels, ventilation shafts or other buildings, connections to utilities, changes to the existing railway network;
- Site restoration and
- Railway testing and commissioning.

Primary Utility Works

2.20 Numerous utilities will need to be diverted for the works, the principal works and diversions in this area are listed under separate headings below.

Old Oak Common Lane Station Site

- Diversion of the Stamford Brook sewer underneath the Great Western Main Line (GWML) at Old Oak Common
- Diversion of Thames Water 30 inch mains water pipe No.5
- Permanent diversion of Thames Water combined sewer located within the Old Oak Common station site, approximately 30m to the east for a length of approximately 200m
- Permanent diversion of existing 6.6kV Network Rail ring main and associated substation located within the Old Oak Common station site
- Permanent decommissioning/removal of two Network Rail transformers to land south of Wells House Road
- Permanent diversion, of multiple utilities which currently run along Old Oak Common Lane.
- a new NR substation and access road on land to the south of Wells House Road, west of Old Oak Common Lane and north of the GWML;

Victoria Road Crossover Box and Main Tunnel Drive Site

- an auto-transformer station will be built adjacent to the crossover box at ground level;
- diversion of Thames Water sewer and water mains; National Grid gas main; diversion of BT cables, cabinets and equipment; and diversion of Scottish and Southern Electric substations and 11kV cables;

Worksites and Compounds

Construction of the Proposed Scheme will require engineering works will take place along the entire length of the route, and within land adjacent to the route. This will comprise two broad types of engineering activity:

- civil engineering works, such as earthworks and erection of bridges and viaducts; and/or
- railway installation works, such as laying ballast or slabs and tracks, and/or installing power supply and communications features.

Construction will be subdivided into sections, each of which will be managed from compounds. The compounds will act as the main interface between the construction work sites and the public highway, as well as performing certain other functions. Compounds will either be main compounds or satellite compounds, which are generally smaller. Some compounds will be used for civil engineering works and others for railway installation works, and in some cases for both.

Compound Name	Principal Construction Activity
Old Oak Common station main compound	Civil engineering works in relation to Old Oak Common station. A logistics tunnel will be constructed from this worksite to the Atlas Rd worksite in order to support the Euston tunnel drives.

Stamford Brook satellite compound	Diversion of the Stamford Brook sewer underneath the Great Western Main Line (GWML) at Old Oak Common including its diversion under the Crossrail depot
Old Oak Common Lane Underbridge satellite compound	Civil engineering works in relation to Old Oak Common Lane Underbridge
Victoria Road crossover box main compound	Civil engineering works and logistical support in relation to: • Victoria Road crossover box • Victoria Road autotransformer station • Northolt tunnel. • Launch of 2 TBMs • Construction of 2 headhouses A temporary conveyor will be constructed from this site parallel to the Cricklewood to Acton Wells Junction railway to the Willesden Euroterminal main compound in order to transfer excavated material.
Atlas Road Satellite Construction compound	Construction of a temporary railhead control tower. Production of the pre-cast tunnel linings for the: • Euston tunnel • Northolt tunnel. A temporary logistics tunnel will link to Old Oak Common station worksite, and temporary construction bridges will be erected over the Grand Union Canal.
Willesden Euroterminal main compound	Excavated materials stockpiling and handling facility for: • Northolt tunnel • Euston tunnel • Old Oak Common Station Box • Old Oak Common tunnel • Victoria Road crossover box
Victoria Road tunnel drive main compound	• Civil engineering and logistical support for: - Old Oak Common tunnel • Euston tunnel • Northolt tunnel • 2 temporary shafts • Support and provide welfare facilities
Central Line Overbridge satellite compound	Civil engineering works in relation to the Central line overbridge
OOC GWML satellite compound	Civil engineering works to support the rail system and track works on the GWML.
F Sidings Satellite Compound. (in Brent / OPDC in AP2). Drawing CT-05-010a-R1	Civil engineering works to support the rail systems works for the Old Oak Common and Euston area.

Demolition Works

The buildings likely to be demolished are listed in the table below. .

Note that this list is based on those buildings listed in the Environment Statement and the relevant APs. As the project is taken forward to detailed design and construction there may be changes to the buildings listed.

Structure to be demolished	Location
Commercial property (FGW depot) carriage shed and associated outbuildings and electricity substations	Old Oak Common Lane
Commercial property (HEx depot) carriage shed and associated outbuildings and electricity substations	Old Oak Common Lane
Commercial property (derelict office building, Nash House)	Old Oak Lane
Commercial property (London United Park Royal Garage, bus depot and associated buildings)	Atlas Road
Commercial property (Tower Transit bus depot and associated outbuildings)	Atlas Road
Commercial property (Park Royal depot and outbuilding, occupied by Redland for the sale of roofing materials	Atlas Road
Commercial property (Gowing and Pursey skips)	Atlas Road
Commercial property (Atlas House - Units 3, 4 and 5, occupied by Ixxy's Bagels, Levantine and Gourmet Buffet Distribution	Atlas Road
lectricity substation within building currently occupied by Makro	Makro, Atlas Road
Electricity substation (Atlas Road)	To the east of Atlas Road on the northern boundary of Rowan House

Commercial property (Stobart Estates vacant office block and warehouse incorporating London Car Store)	1-4 Bethune Road,
Commercial property (Warehouse and associated electricity sub-station within the building, occupied by PrintSign Design and Prophire UK incorporating, Set Supermarket, Superhire, Old Times Period Furniture and Prop Hire and Modern Props)	55 Chase Road
Commercial property (Salon Services)	Unit 4, Chase Road Trading Estate, 51 Chase Road
Commercial property (Plumbase)	Unit 3, Chase Road Trading Estate, 51 Chase Road
Commercial property (Patchi Mediterranean Sweets)	12 School Road
Commercial property (Sweetland)	10 School Road
Commercial property (Al-Jabal Foods Wholesale and Distribution)	Units 1-2, School Road
Commercial property (Kensington and Chelsea College, Park Royal Transition Skills Centre)	Units 7-8 School Road
Commercial property (White Rose Laundries and Dry Cleaning Direct)	Units 5-6 School Road
Europa House Building (containing BarBar Restaurant, Casa Bardotti restaurant and Europa Studios comprising multiple small and medium enterprises)	Victoria Road
Commercial property (Med Food Wholesale)	Unit 9 Bethune Road
Commercial property (Tops Pizza/Tops Supplies)	Unit 11 Bethune Road
Commercial property (Geo.W.Neale, manufactures of solders and casting alloys)	Victoria Road
Commercial property (Quattro (UK) and associated substation, aggregates supplier)	Regency Street, off Victoria Road
Commercial property (Waitrose distribution warehouse and associated electricity substation)	96 Victoria Road
Commercial property (Braiform garment hanger/supplier/manufacturer)	98 Victoria Road
Commercial property (Westwood Business Centre, multiple small to medium enterprises and associated electricity substation)	Units 2-16, 98 Victoria Road
Rowan House (multiple small to medium enterprises)	9-31 Victoria Road
Several single storey steel frame buildings on the HEX depot	HEX depot

Several single storey steel frame buildings on the FGWML depot	GWR depot
HST sheds on the FGW depot	FGW depot
Miscellaneous small outbuildings OOC	GWR depot
Demolition of ANL bridge over OOC Lane	OOC Lane
Removal of piles present under the FGW ML Depot	GWR depot
Disused London Underground traction feeder station	Located on NR land between Wells House Road, WLL and Old Oak Common Lane
Two electricity sub-station buildings and outdoor transformers associated with the operation of GWML Lines	Old Oak Common Lane Satelitle Compound
London Underground Central line bridge	Central line Compound Site
Two cement silos within the Euroterminal site	Euroterminal site
A site used by Kensington and Chelsea College on School Road as a Transition Skills Centre	School Road
London Underground Limited train crew facility in an office building	Premier House, Kilburn Lane

3. Landscape and Restoration

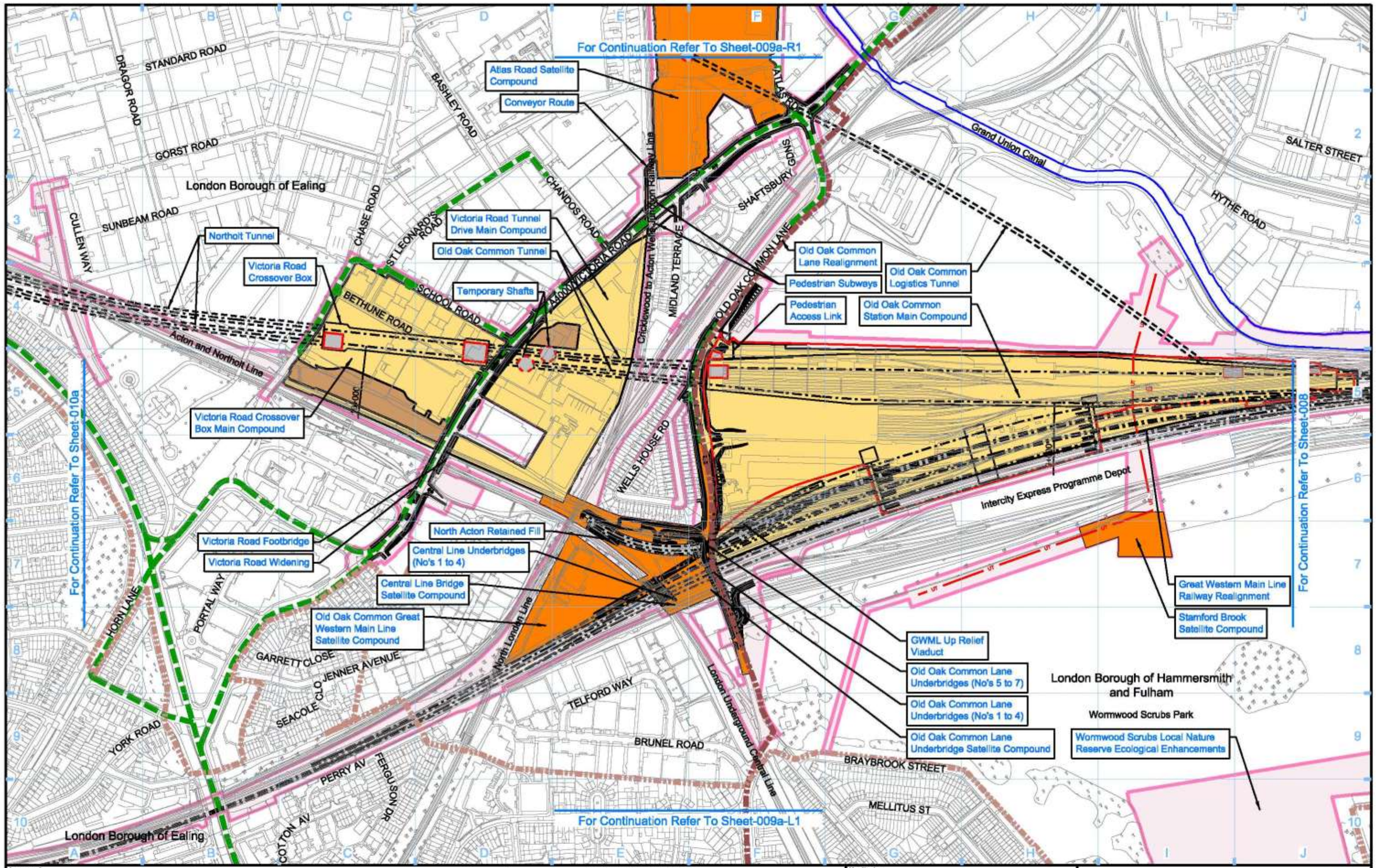
3.1 Different landscape types will be incorporated into HS2 works at various stages of the project. Some early landscape works may be proposed – for example new planting to compensate for the loss of prior habitat or to help integrate HS2 into the surrounding landscape. Planting and landscape techniques will be used for different purposes – for example to visually screen the railway, new structures or to reduce railway noise. Where possible, screen planting will be incorporated into the design in order to provide a combination of landscape integration, visual screening, and or ecological habitat connectivity.

3.2 Upon completion of construction works, land that is not required for operation of the railway will be restored. At this early stage of the design of the project, the presumption is that land would be restored to its pre-existing condition. Any new planting, grassland and habitat creation will be maintained to ensure they become established and are properly maintained. New urban public realm is proposed to be designed and integrated around Old Oak Common station.

4. Schedule 17 Requests for Approval – Programme

Requests for Approval	2016 quarters				2017 quarters				2018 quarters				2019 quarters				2020 quarters				2021 quarters				2022 quarters				2023 quarters				2024 quarters				2025 quarters				2026 quarters			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Plans and Specifications																																											
Old Oak Common Station																																											
Bridges and associated structures carrying GWML over Ol Oak Common Lane and Central Line																																											
GWML up-relief viaduct																																											
Old Oak Common Lane lowering and widening																																											
Substation relocations																																											
Victoria Road bridges and road works																																											
Victoria Road headhouse and ATS																																											
Bringing into Use																																											
Enabling and early main works																																											
Main works and station works																																											
Restoration Scheme																																											
TBC																																											
Lorry Route Approval																																											
ES Lorry Routes Submission																																											
Section 50																																											
N/A																																											
Construction Arrangements																																											
Class Approval																																											

5. Planning Context Report Plans – Construction and Operation



Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- Rail alignment formation
- Landscape earthworks
- Engineering earthworks
- County boundary
- Borough / District boundary
- Land potentially required during construction
- Temporary replacement community facility
- Planning authority boundary
- Existing watercourse
- Tunnels external extent
- Construction traffic route
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Temporary PRoW diversion / realignment
- Temporary highway diversion / realignment
- UT Main utility works
- 10+000 Chainage (e.g. 10+000)
- Rail alignment
- Old Oak and Park Royal Development Corporation Boundary

Map Number: S17-CP-009a

Map Name: Construction Phase Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Hammersmith & Fulham/ London Borough of Ealing

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For Continuation Refer To Sheet-009a-R1

STANDARD ROAD
DRAGOR ROAD
GORST ROAD
BASHLEY ROAD
London Borough of Ealing
SUNBEAM ROAD
CULLEN WAY
CHASE ROAD
ST LEONARD'S ROAD
CHANDOS ROAD
A4000 VICTORIA ROAD
SCHOOL ROAD
Crickelwood to Acton Wells Junction Railway Line
MIDLAND TERRACE
ATLAS RD
SHAFTSBURY GDNS
Grand Union Canal
SALTER STREET
HYTHE ROAD

Northolt Tunnel
Victoria Road Crossover Box
Old Oak Common Tunnel
Old Oak Common Lane Realignment
Pedestrian Subways
Pedestrian Access Link
Old Oak Common Station

Acton and Northolt Line
10-000
Old Oak Common Maintenance Compound
Victoria Road Auto-transformer Station
Victoria Road Footbridge
Victoria Road Widening
North Acton Retained Fill
Location of Network Rail Substation
WELLS HOUSE RD
Intercity Express Programme Depot
Great Western Main Line Railway Realignment
For Continuation Refer To Sheet-010a
For Continuation Refer To Sheet-008

HORN LANE
PORTAL WAY
GARRETT CLOSE
JENNER AVENUE
SEACOLE CLO
YORK ROAD
PERRY AV
FERGUSON DR
COTTON AV
North London Line
TELFORD WAY
BRUNEL ROAD
London Underground Central Line
BRAYBROOK STREET
MELLITUS ST
GWML Up Relief Viaduct
Old Oak Common Lane Underbridges (No's 5 to 7)
Old Oak Common Lane Underbridges (No's 1 to 4)
Central Line Underbridges (No's 1 to 4)
London Borough of Hammersmith and Fulham
Wormwood Scrubs Park
Wormwood Scrubs Local Nature Reserve Ecological Enhancements
For Continuation Refer To Sheet-009a-L1
London Borough of Ealing

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Electricity substation
- Land drainage area
- Ecological mitigation pond
- Balancing pond
- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Sustainable placement
- Public realm/Replacement community facility
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Planning authority boundary
- Watercourse diversion
- Existing watercourse
- Ditches - new
- Hedgerow habitat creation
- UT Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- 10+000 Chainage (e.g. 10+000)
- OPDC Boundary

Map Number: S17-OP-009a

Map Name: Operational Phase
Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Hammersmith & Fulham/ London Borough of Ealing

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F Sidings Satellite Compound

London Borough of Brent

London Borough of Brent

WINCHELSEA ROAD

CECIL ROAD

GREENHILL ROAD

BAKER ROAD

For Continuation Refer To Sheet-010b-R1

Grand Union Canal

HARLEY ROAD

Willesden Euroterminal Main Compound

National Grid Acton Lane Sub-Station

West Coast Main Line

ACTON LANE

Temporary Construction Bridges Over Canal

Conveyor Route

Temporary Shaft

London Borough of Ealing

Cricklewood to Acton Wells Junction Line

OLD OAK LANE

STATION APPROACH

STEPHENSON ST

GOODHALL ST

CREWE PL

STOKE PL

WEBB PL

ATLAS ROAD

Atlas Road Satellite Compound

Old Oak Common Logistics Tunnel

London Borough of Hammersmith and Fulham

For Continuation Refer To Sheet-009a

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- Rail alignment formation
- Landscape earthworks
- Engineering earthworks
- County boundary
- Borough / District boundary
- Land potentially required during construction
- Temporary replacement community facility
- Planning authority boundary
- Existing watercourse
- Tunnels external extent
- Construction traffic route
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Temporary PRoW diversion / realignment
- Temporary highway diversion / realignment
- UT Main utility works
- 10+000 Chainage (e.g. 10+000)
- Rail alignment
- Old Oak and Park Royal Development Corporation Boundary

Map Number: S17-CP-009a-R1

Map Name: Construction Phase Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Hammersmith & Fulham/ London Borough of Brent / London Borough of Ealing

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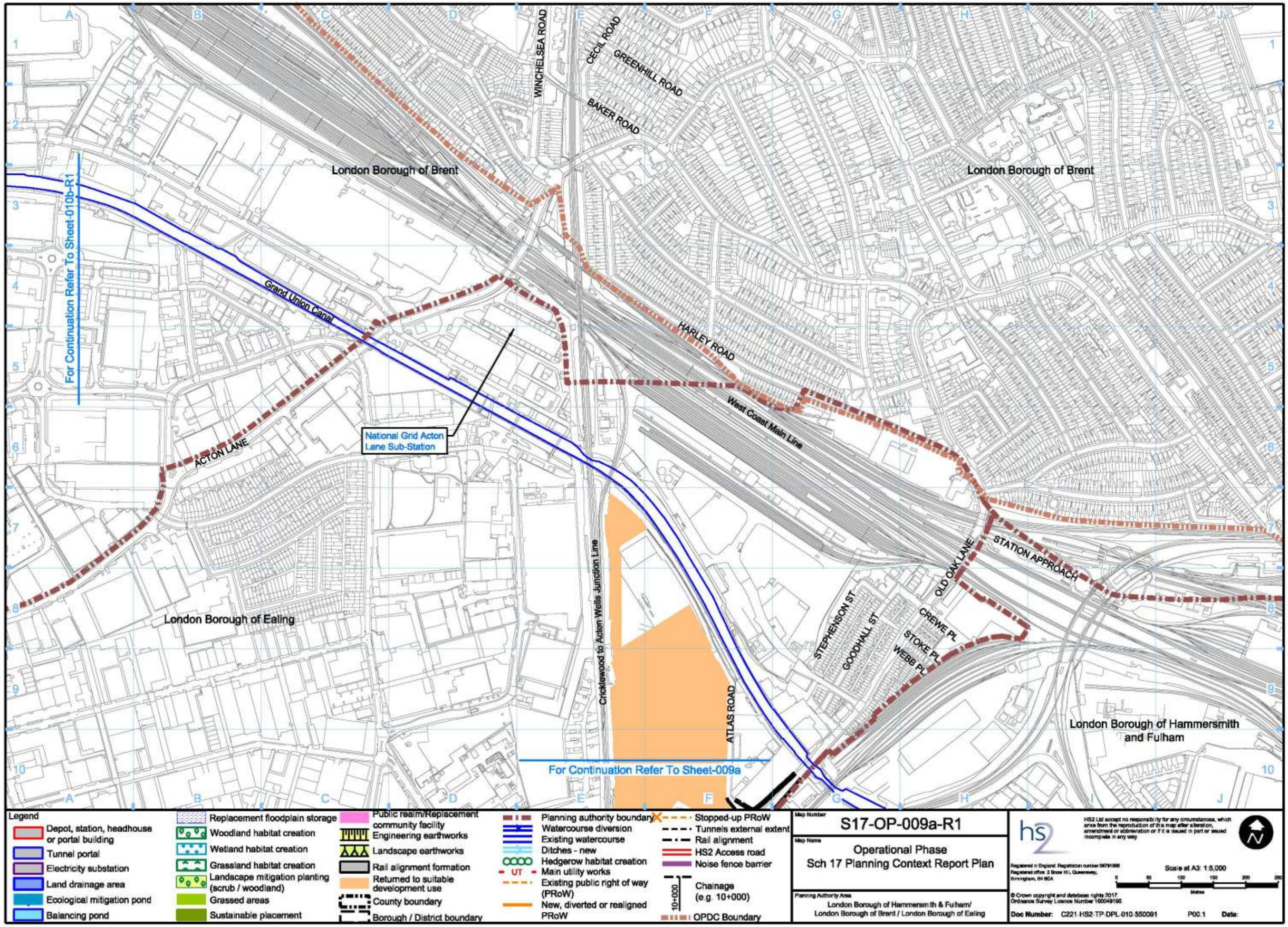
WINCHELSEA ROAD
CECIL ROAD
GREENHILL ROAD
BAKER ROAD
London Borough of Brent
London Borough of Brent
For Continuation Refer To Sheet-010b-R1
Grand Union Canal
HARLEY ROAD
West Coast Main Line
National Grid Acton Lane Sub-Station
ACTON LANE
STATION APPROACH
OLD OAK LANE
STEPHENSON ST
GOODHALL ST
CREWE PL
STOKE PL
WEBB PL
London Borough of Ealing
Cricklewood to Acton Wells Junction Line
ATLAS ROAD
London Borough of Hammersmith and Fulham
For Continuation Refer To Sheet-009a
Legend
Depot, station, headhouse or portal building
Tunnel portal
Electricity substation
Land drainage area
Ecological mitigation pond
Balancing pond
Replacement floodplain storage
Woodland habitat creation
Wetland habitat creation
Grassland habitat creation
Landscape mitigation planting (scrub / woodland)
Grassed areas
Sustainable placement
Public realm/Replacement community facility
Engineering earthworks
Landscape earthworks
Rail alignment formation
Returned to suitable development use
County boundary
Borough / District boundary
Planning authority boundary
Watercourse diversion
Existing watercourse
Ditches - new
Hedgerow habitat creation
UT Main utility works
Existing public right of way (PRoW)
New, diverted or realigned PRoW
Stopped-up PRoW
Tunnels external extent
Rail alignment
HS2 Access road
Noise fence barrier
10+000 Chainage (e.g. 10+000)
OPDC Boundary
Map Number
S17-OP-009a-R1
Map Name
Operational Phase
Sch 17 Planning Context Report Plan
Planning Authority Area
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Date:

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ROSEBANK WAY
YORK ROAD
Great Western Main Line
FRIARY ROAD
LONG DRIVE
THE BYE
THE GREEN
CARLISLE AVENUE
THE FAIRWAY
North London Line
THE APPROACH
BRAYBROOK STREET
MELLITUS STREET
WULFSTAN STREET
ERCONWALD STREET
HENCHMAN STREET
Wormwood Scrubs Local Nature Reserve Ecological Enhancements
OLD OAK COMMON LANE
FOLIOT ST
FITZNEAL STREET
London Underground Central Line
EMANUEL AVENUE
ALLISON ROAD
MESSALINE AVENUE
WESTBOURNE AVE
GRASMERE AVENUE
EASTBOURNE AVE
FRIARS WAY
HOYLAKE RD
BRASSIE AVENUE
ST ANDREWS RD
DU CANE ROAD
NORBOKE STREET
HILARY ROAD
PRIMULA STREET
ST DUNSTANS AVENUE
GIBBON ROAD
FOSTER ROAD
A40 WESTERN AVENUE
A40 WESTWAY
London Borough of Ealing
MALDON ROAD
CUMBERLAND PARK
FRIARS PLACE LANE
BOWES ROAD
EAST ACTON LANE
LILAC ST
For Continuation Refer To Sheet-008-L1
OLD OAK ROAD
HILARY RAOD
HEMLOCK ROAD
CLEMATIS STREET
YEW TREE ROAD
SUNDEW AVENUE
DAFFODIL STREET
SHAA ROAD
SHAKESPEARE ROAD
PERRYN ROAD
BROMYARD AVENUE
BRYONY ROAD
MYRTILE ROAD
COWPER ROAD
MILTON ROAD
GOLDSMITH ROAD
EAST CHURCHFIELD ROAD
ASHFIELD ROAD
CHURCHFIELD ROAD
London Borough of Hammersmith and Fulham
SAWLEY ROAD

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- Rail alignment formation
- Landscape earthworks
- Engineering earthworks
- County boundary
- Borough / District boundary
- Land potentially required during construction
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- Planning authority boundary
- Existing watercourse
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- Construction traffic route
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- New, diverted or realigned PRoW
- Stopped-up PRoW
- Temporary PRoW diversion / realignment
- Temporary highway diversion / realignment
- UT Main utility works
- 10+000 Chainage (e.g. 10+000)
- Rail alignment
- Old Oak and Park Royal Development Corporation Boundary

Map Number: S17-CP-009a-L1

Map Name: Construction Phase
Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Hammersmith & Fulham/ London Borough of Ealing

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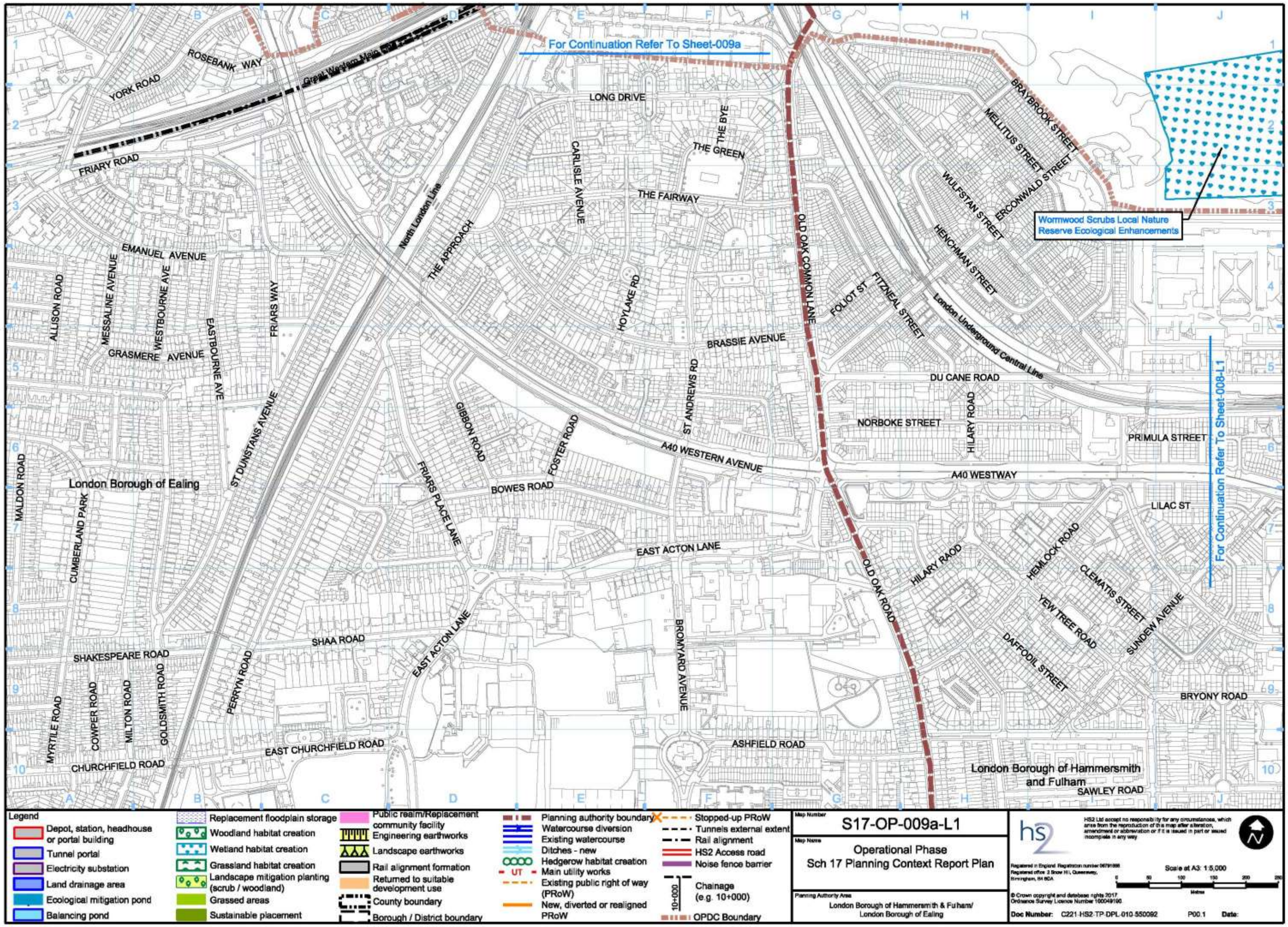

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- Hedgerow habitat creation
- UT Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- 000+010 Chainage (e.g. 10+000)
- OPDC Boundary

Map Number: S17-OP-009a-L1

Map Name: Operational Phase
Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Hammersmith & Fulham/ London Borough of Ealing

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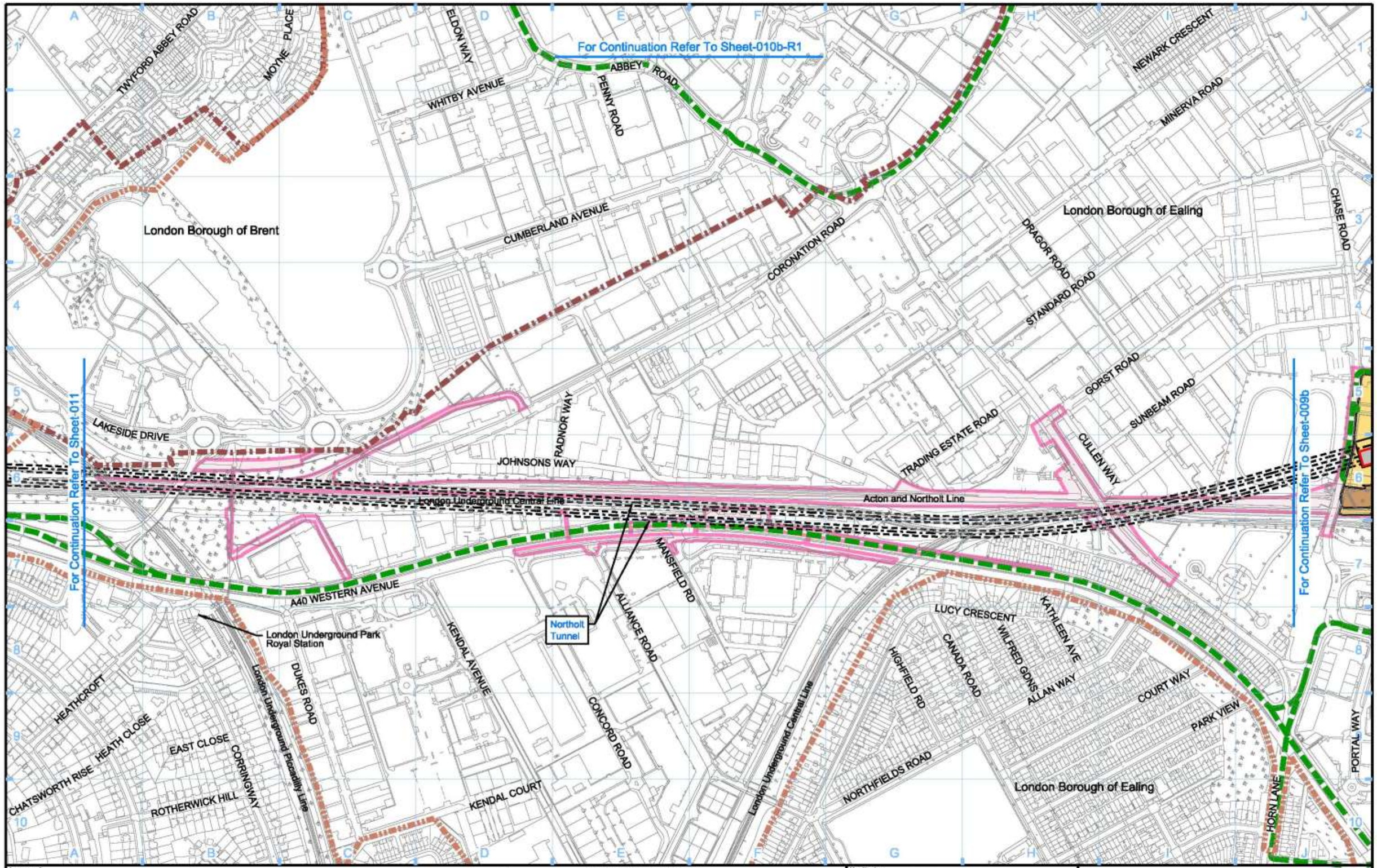

Legend

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- Temporary PRoW diversion / realignment
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- UT Main utility works
- 10+000 Chainage (e.g. 10+000)
- Rail alignment
- Old Oak and Park Royal Development Corporation Boundary

Map Number: S17-CP-010b

Map Name: Construction Phase
Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Ealing / London Borough of Brent

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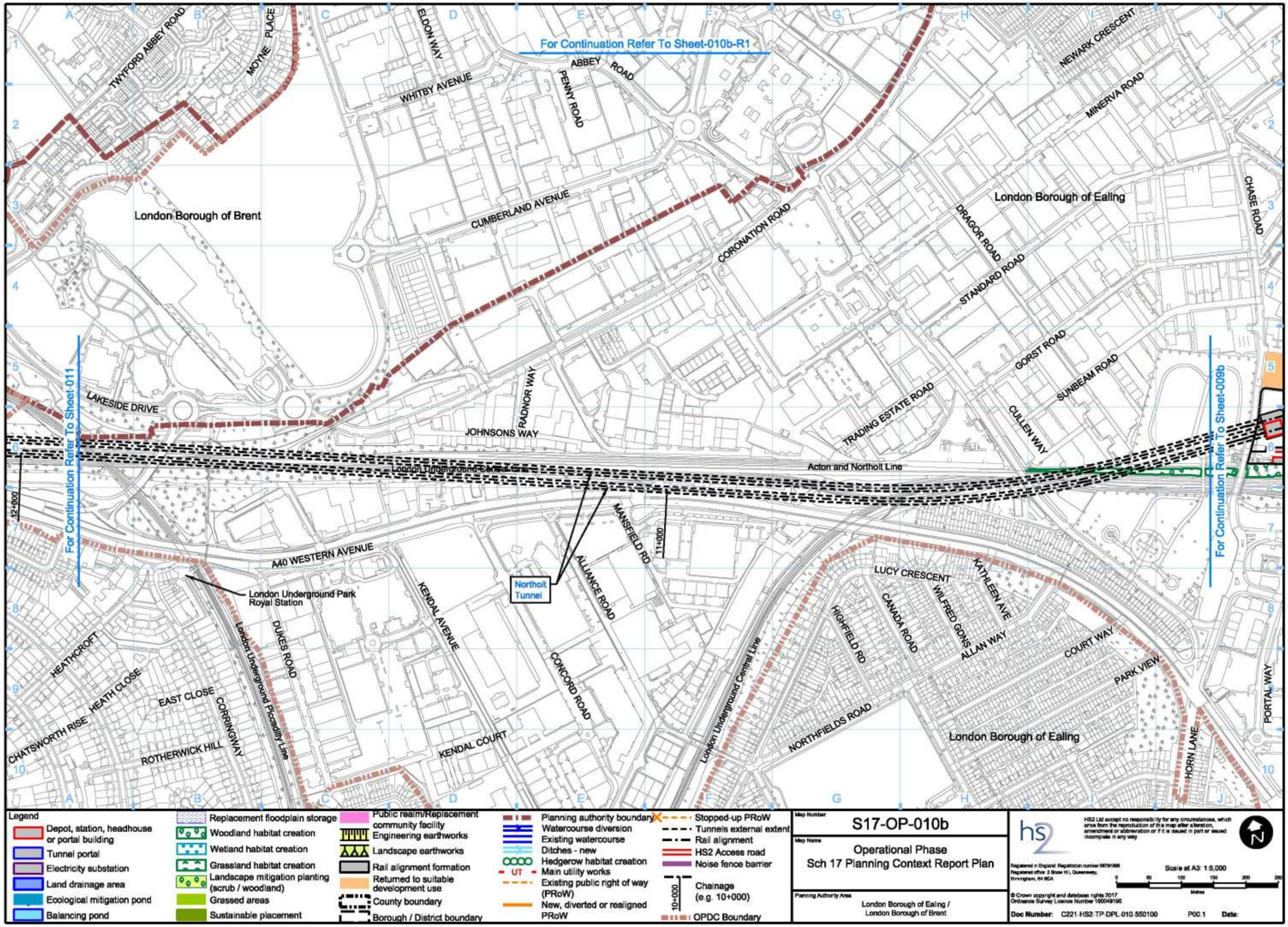

Legend

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- Tunnel portal
- Electricity substation
- Land drainage area
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- Balancing pond
- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Sustainable placement
- Public realm/Replacement community facility
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Planning authority boundary
- Watercourse diversion
- Existing watercourse
- Ditches - new
- Hedgerow habitat creation
- UT Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- 10+000 Chainage (e.g. 10+000)
- OPDC Boundary

Map Number: S17-OP-010b

Map Name: Operational Phase
Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Ealing / London Borough of Brent

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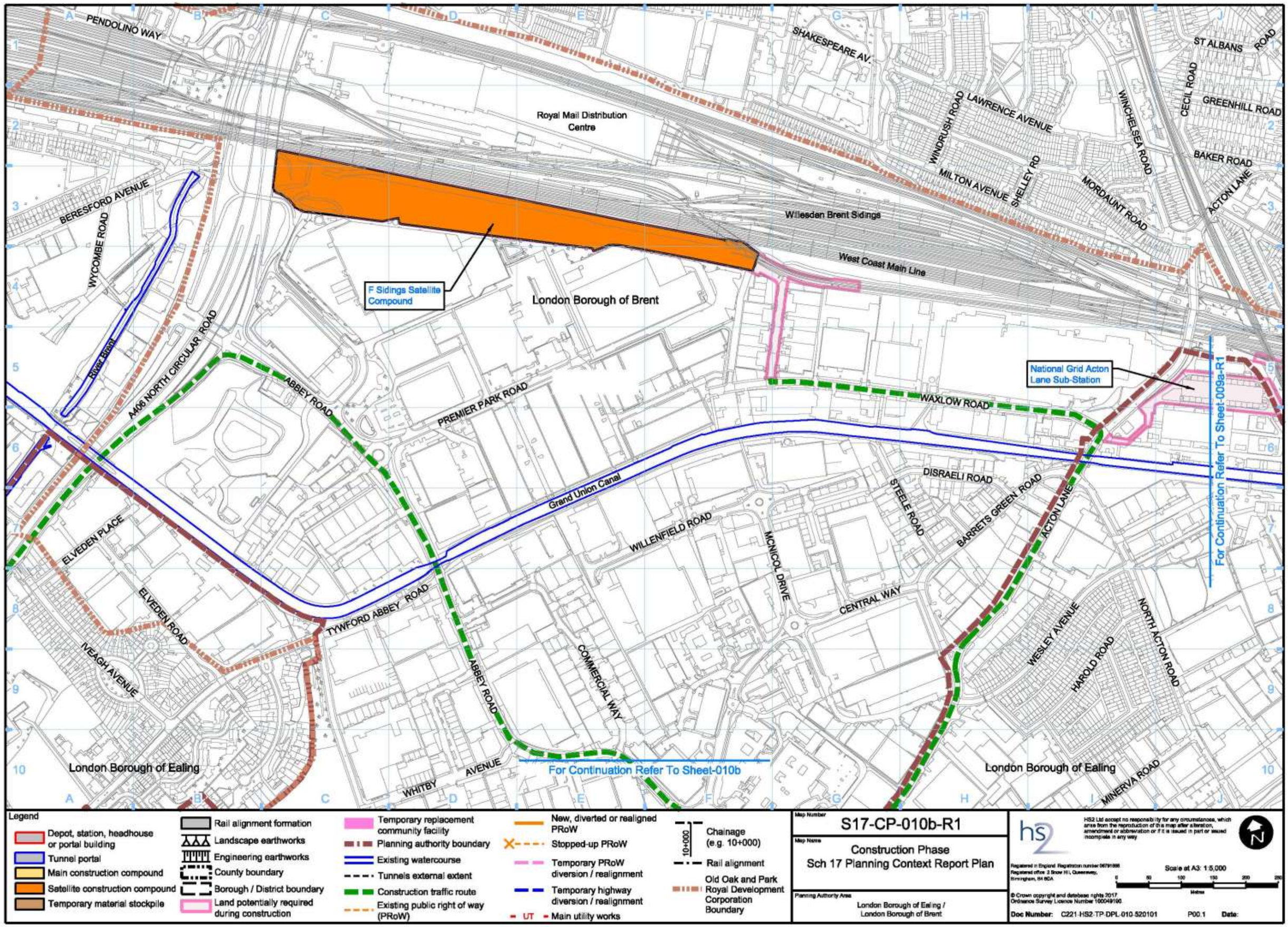

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Main construction compound
- Satellite construction compound
- Temporary material stockpile
- Rail alignment formation
- Landscape earthworks
- Engineering earthworks
- County boundary
- Borough / District boundary
- Land potentially required during construction
- Temporary replacement community facility
- Planning authority boundary
- Existing watercourse
- Tunnels external extent
- Construction traffic route
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Temporary PRoW diversion / realignment
- Temporary highway diversion / realignment
- UT Main utility works
- 000+01 Chainage (e.g. 10+000)
- Rail alignment
- Old Oak and Park Royal Development Corporation Boundary

Map Number: S17-CP-010b-R1

Map Name: Construction Phase Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Ealing / London Borough of Brent

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0 50 100 150 200 250 Metres

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PENDOLINO WAY
Royal Mail Distribution Centre
SHAKESPEARE AV.
ST ALBANS ROAD
CECIL ROAD
GREENHILL ROAD
WINDRUSH ROAD
LAWRENCE AVENUE
WINCHELSEA ROAD
BAKER ROAD
MILTON AVENUE
SHELLEY RD
MORDAUNT ROAD
ACTON LANE
BERESFORD AVENUE
WYCOMBE ROAD
Willesden Brent Sidings
West Coast Main Line
London Borough of Brent
River Brent
A406 NORTH CIRCULAR ROAD
ABBEY ROAD
PREMIER PARK ROAD
National Grid Acton Lane Sub-Station
WAXLOW ROAD
DISRAELI ROAD
Grand Union Canal
STEELE ROAD
BARRETS GREEN ROAD
ACTON LANE
For Continuation Refer To Sheet-009a-R1
ELVEDEN PLACE
WILLENFIELD ROAD
MCNICOL DRIVE
ELVEDEN ROAD
TYWFORD ABBEY ROAD
CENTRAL WAY
IVEAGH AVENUE
ABBEY ROAD
COMMERCIAL WAY
WESLEY AVENUE
HAROLD ROAD
NORTH ACTON ROAD
London Borough of Ealing
For Continuation Refer To Sheet-010b
WHITBY AVENUE
MINERVA ROAD
London Borough of Ealing

Legend

- Depot, station, headhouse or portal building
- Tunnel portal
- Electricity substation
- Land drainage area
- Ecological mitigation pond
- Balancing pond
- Replacement floodplain storage
- Woodland habitat creation
- Wetland habitat creation
- Grassland habitat creation
- Landscape mitigation planting (scrub / woodland)
- Grassed areas
- Sustainable placement
- Public realm/Replacement community facility
- Engineering earthworks
- Landscape earthworks
- Rail alignment formation
- Returned to suitable development use
- County boundary
- Borough / District boundary
- Planning authority boundary
- Watercourse diversion
- Existing watercourse
- Ditches - new
- Hedgerow habitat creation
- UT Main utility works
- Existing public right of way (PRoW)
- New, diverted or realigned PRoW
- Stopped-up PRoW
- Tunnels external extent
- Rail alignment
- HS2 Access road
- Noise fence barrier
- 10+000 Chainage (e.g. 10+000)
- OPDC Boundary

Map Number: S17-OP-010b-R1

Map Name: Operational Phase
Sch 17 Planning Context Report Plan

Planning Authority Area: London Borough of Ealing / London Borough of Brent

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Annex 1 - Signposting

Document	Link
High Speed Rail (London – West Midlands) Act 2017	http://www.legislation.gov.uk/ukpga/2017/7/contents/enacted
Schedule 17 Fee Regulations	http://www.legislation.gov.uk/uksi/2017/223/contents/made
Schedule 17 Appeal Regulations	http://www.legislation.gov.uk/uksi/2017/227/contents/made
High Speed Rail (London – West Midlands) Environmental Minimum Requirements	https://www.gov.uk/government/publications/environmental-minimum-requirements
	https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances
Schedule 17 Statutory Guidance	https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance
Phase One Information Papers	https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill#information-papers
Phase One – Planning Forum Notes	https://www.gov.uk/government/publications/planning-forum-notes
Phase One Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents
	https://www.gov.uk/government/collections/additional-provision-september-2014
	https://www.gov.uk/government/collections/supplementary-environmental-statement-and-additional-provision-2-july-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-2-and-additional-provision-3-september-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-3-and-additional-provision-4-october-2015
	https://www.gov.uk/government/collections/supplementary-environmental-statement-4-and-additional-provision-5-december-2015