



Wells House Road Residents Association

FINAL RESPONSE TO HS2 SCHEDULE 17/16 PLANNING APPLICATIONS – 4th May, 2020

A. OVERALL COMMENTS ON PROCESS AND KEY ISSUES

1. Wells House Road Residents Association would like to challenge the planning application process adopted by HS2 and ask that the design of the Station and road layout, as necessary, is modified to
 - i. protect the local environment and/or local amenity – particularly from noise, vibrations, light and air pollution from the operational station and additional traffic
 - ii. revised the documents that are currently out-of-date, misleading and often inaccurate and contradictory in terms of images and information
2. We believe these applications are premature and these critical flaws should be addressed before embarking on planning applications of this importance. HS2 and OPDC leave themselves to be challenged in the future. Even protected by the High Speed Rail Act 2017, HS2 is not beyond the law
 - i. Note that the Environmental Statement was created in 2013. Much has changed over the past seven years and some of the information, relevant to the Old Oak Common development, is out-of-date and irrelevant
3. In addition, more time is required for the broader community to respond to such important applications that will have such significant negative impacts on residents' properties and lives – particularly in terms of the noise, vibrations and air pollution that is anticipated from the operational station and additional traffic along Old Oak Common Lane
4. At a community meeting with HS2 on 5th March, HS2 community engagement team, witnessed by OPDC, agreed to
 - i. Provide materials in 'plain English' to the community at large in order to help them make an informed decision
 - ii. Hold a public meeting to present these simplified plans
5. HS2 has done neither. Nor has it responded to requests to provide this or communicated deadlines for submissions of objections. This is an unfair and undemocratic process that has purposefully excluded the community and additional time is required to communicate plans and harvest responses from the community at large
6. In addition, there is conflicting information and out-of-date images throughout the HS2 materials (some are included below). Without these being accurate, we are unable to make an informed and accurate response. HS2 has had many months to update their documents and the planning application response date should be put back until the information they provide is accurate
7. Wells House Road is a sensitive receptor and across all four planning applications and there is not one single measure included in the proposals for mitigating the impacts of noise, light or air pollution for the local community. We do not accept HS2's response to OPDC on this matter:



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'Please find below the HS2 response to this matter prepared by WSP and endorsed by HS2's Noise Team:

'HS2's Phase One Environmental Statement (November 2013) reports any likely significant environmental effects arising from the construction and operation of the railway, within which Volume 2 CFA4 reports any likely significant effects arising from the construction and operation of Old Oak Common station (link below). [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/397882/Vol 2 CFA 4 Kilburn Brent to Old Oak Common.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/397882/Vol_2_CFA_4_Kilburn_Brent_to_Old_Oak_Common.pdf)

'Section 11.4 of Section 11 Sound, Noise and Vibration reports the effects arising during operation, which concludes that mitigation measures reduce noise and vibration generated inside all dwellings by the operation of the Proposed Scheme such that it will not reach a level where it will significantly affect residents.

'HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs), which ensures that HS2 designers and contractors will not simply be free to change the design and working practices at will or without any control. The HS2 Old Oak Common station design submitted for Schedule 17 approval complies with the Environmental Minimum Requirements, with no new or different significant sound, noise or vibration effects than those reported in the HS2 Phase One Environmental Statement.

'This is demonstrated within the Schedule 17 OOC Noise Report submitted as part of the Schedule 17 submission package to OPDC. The report provides a noise analysis of the stationary systems and operational railway associated with Old Oak Common station and associated works including ventilation structures, PA systems, and operational railway noise.'

Once again, this is not written in plain English and is complex and misleading.

8. Indeed, HS2 contradicts the above statement within the station materials, calling out that it has vague 'innovative' ideas for minimising noise without explaining how this will be done:

"The Station design leaflet also (p.8) indicates that HS2 are "working to integrate innovative sound & visual systems into the design. This will increase accessibility, allow a healthy internal environment and minimise noise from the station."

9. We have attempted a review of the noise assessment accompanying the application, but given the shortness of time available and without a breakdown of the information in terms that are capable of being understood by a lay person, we have been unable to fully understand the conclusions reached (i.e. that there will be no adverse noise impact). We are particularly concerned that there is no explanation as to how the existing noise levels in Table 2 have been arrived at. These are key to assessing the noise impact from the station and we need comfort as to their accuracy. We are also concerned about some of the assumptions made within the document, which are not explained. As an example, a number of assumptions are made in respect of PA systems noise omission that are simply not understood.



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10. We would also ask HS2 to provide details of how they will monitor the impacts from noise, light, vibrations and air pollution from the operational station
11. HS2 to date has not adhered to even basic CoCP rules, including construction hours or timely reporting of noise and pollution monitoring. Without specific guidelines and measures to protect residents against noise, vibrations, light and air pollution, we have no confidence in HS2 following a process. Isn't it better to incorporate these measures into plans now to avoid arguments, complaints and activism later? We are not asking much, just that measures such as
 - i. the retaining wall being built to the tops of fences with sound proofed materials to buffer the sound in gardens
 - ii. mature planting of trees and shrubs on the east side of Old Oak Common Lane between the station (particularly the Crossrail platforms) and Wells House Road again to buffer noise, light and air pollution
 - iii. consideration for materials for the station walls to be sound proofed
 - iv. consideration for sound barriers along Old Oak Common lane on the east side
 - v. extending noise insulation to all homes and all sides of homes in Wells House Road
 - vi. Providing air conditioning on the sides of homes that face the station site. The current 'air filters' are completely inadequate and do not cool rooms or let in enough fresh air in warm weather
12. Lastly, the plans for the lowering of the bridges and new road layout fails to incorporate the Wells House Retaining wall, despite this being an integral part of the scheme. This wall is protected by Assurances to both Ealing Council and to local Residents Associations from the Secretary of State and ensures that it is HS2's responsibility to shore up and make the wall safe. Without decisions as to how our retaining wall (which holds up 25 homes and gardens in Wells House Road), it is not feasible to submit designs for the road lowering and pavements to the west of Old Oak Common Lane. In addition, plans for the restoration of the steps into Wells House Road is also tied into the plans for the road and pavement layout
13. Please note that we fully support the response to the applications from TITRA and Old Oak Neighbourhood forum
14. Our response to the lorry routes has already been submitted



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B. 20/0012/HS2OPDC SCHEDULE 17 STATION DESIGN & ACCESS STATEMENT

1. **Station vehicular access road:** We need to understand more about where the access road to the site will be in relation to the mouth of Wells House Road. No detail is given within the document to deal with the impact of this on traffic. A big concern going forward will be the road layout between Wells House Road and the HS2 station. As we all know, it is currently unsafe for pedestrians and when the traffic is bad (which it frequently is) the noise levels from the road increase dramatically. It seems that HS2 ought to be providing a comprehensive plan to cover this before the HS2 Station and the access road can be approved. This also applies to the pedestrian access. Specifically, we need HS2 to address a number of points where conflicting/unclear information has been provided:
 - a. Providing the access road for vehicles is as indicated in figure 116, we are happy with this, i.e. that it is north of the entrance to Wells House Road/north of the bend on Old Oak Common Lane. Plans need to clarify the exact position of the vehicular entrance as HS2 has provided conflicting information on this
 - b. 2.2.4 and 3.2.4 of Schedule 17 Design & Access statement: We reject the HS2 station access road being used for private vehicles. HS2 states that this station is an interchange for access into central London and therefore the station should be accessed only by public transport and taxis
 - c. Old Oak Common Lane is a two-lane road that is already congested. 4.5.2. connectivity is grossly exaggerated. We don't believe that Old Oak Common Lane can sustain the increase in traffic from
 - buses
 - taxis
 - private vehicle drop-offs
 - station maintenance vehicles
 - deliveries to retailers inside the station
 - emergency vehicles
 - staff vehicles (HS2 also includes a provision for 'staff parking' which is unacceptable)
 - d. HS2 is using out-of-date information from within their Environmental Impact Statement that deems the volume of movement acceptable. We ask HS2 to re-examine this information based on changes in vehicular movement and look for alternatives, such as the TFL proposal for a tunnel under Old Oak Common Lane to provide a route to Gypsy Corner
 - e. Currently there is no indication as to how the traffic will flow: via Gypsy Corner, Harlesden or Savoy Circus. Either way, this will impact on other communities in East Acton, North and West Acton and in Park Royal and Brent. These communities have been completely excluded from any consultation

Recommendations:

- f. Provide confirmation of exact positioning of main vehicular entrance



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- g. Provide detail of how additional traffic will be managed on Old Oak Common Lane using current information
- h. Prohibit the use of private vehicles coming to and from the station
- i. Provide an alternative access road to the station coming from Scrubs Lane
- j. Ensure that residents are protected from air pollution by mature plantings of trees and shrubs along the east side of Old Oak Common lane, in front of the HS2 and Crossrail Stations, and by building a sound proofed wall above the new Wells House Road retaining wall

2. Future Development of the triangle site behind Wells House Road

- a. 2.2.5 – we need to see details of this site development. Despite HS2 pledging over the past eight years (and showing in most images) that this space would be green space, we accept that a sensitive development is acceptable.
- b. We would challenge 6.1.4. Rather than giving back common land to the community, it plans to take this for commercial gain
- c. This development should respect the character of the current low-rise Edwardian structures and should not block light from residential properties. Images in the document suggest there may be plans for this development that would be unacceptable (and impermissible based on the guidelines for buildings near Wells House Road)

Recommendations:

- OPDC to review the need for development post COVID-19 and post-Brexit and return to their original vision supported by the community to build a development that fulfils the needs of Londoners rather than lining developers' pockets. This would be a medium density development with an area that promotes community rather than destroys it

3. Misleading, contradictory inaccurate and out-of-date information and images

- a. One of the purposes of the planning process is to assess the impact on the local environment and local amenity (Schedule 17, s 2(5)(a)). However, in the case of this application, this has been ignored
- b. Images and other information within all this document are misleading or out of date. We understand that these may be for illustration purposes, but much of these images and information is contradictory, misleading and confusing and does not give an accurate picture of what is planned. Examples of incorrect information include:
 - i. Figure 11 shows towered ghetto in background on the Car Giant Old Oak North site and this is no longer relevant
 - ii. Figure 12. Shows main access point being north of Kildun Court. HS2 has more recently indicated that the vehicular entrance will be where the current station compound entrance is: right behind Wells House Road homes
 - iii. Figure 37 does not reflect the elevations in the area. We require more explanation how an elevated road from the station to Old Oak Common Lane would work



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- iv. 4.5.5 is out of date. Hythe Road station has been abandoned and we believe there is no budget for a station on Old Oak Common Lane. We need to understand the plans for the two stations and for the bridge that they planned to ascend into Midland Terrace?
- v. 5.1.1. access via the ramp seems to be out-of-date information. HS2 staff have told us that the vehicular access will be via the 5.1.2 entrance. Since OPDC has no approved local plan, 5.1.3 is also out of date
- c. We consider that the current plans are not capable of being approved as they currently stand. The information about the traffic plans are unclear, conflicting and not comprehensively developed. As such it would be premature to approve the current layouts, the impact of which cannot be understood without a more comprehensive overview of traffic plans and the layout of the site between Wells House Road and the Station. HS2 needs to hold back the planning application until correct information is provided

Recommendations:

- d. HS2 postpones the planning application until all the information provided is current, consistent and correct

4. Station design

- a. We are concerned about the 'reflective' surface proposed for the roof of the station building and need reassurance that this will not cause a safety risk to local residents' properties. We recall the "Walkie Talkie" causing beams of light that were so concentrated that it caused cars to melt nearby. Have any studies been done to ensure that we will not have beams of light reflected into our houses? Also, how will this work at night-time? Is it going to increase the light pollution? Again, a number of us have bedrooms facing the site and excessive light will impact on ability to sleep.

Recommendations:

- b. HS2 to provide proof that roof will not be reflective
- c. HS2 to provide mitigation measures to ensure residents have no impact from light pollution, to include providing blackout blinds for all windows overlooking the station

5. Noise, light and air pollution

- a. We note that where the design deals with lighting, all it says is that it will be "sensitive to local context". Light pollution at night is a real concern given the proximity to the station and that a number of Wells House Road residents have bedrooms facing the station and the design document gives no comfort whatsoever that this will be taken into consideration. At the very least we would expect details of placement of lighting and types of lighting to be used.
- b. One of our key issues is that there is no detail of how the design is intended to deal with noise. Wells House Road is built on a hill and is a sensitive receptor to noise coming from across the area. Homes even on the inside of the road can hear noise from the station site currently. There are deep concerns that the HS2 station designers have not factored in any protection for the community from HS2 and Crossrail noise into their designs.



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- c. There are two main elements to this: (1) the design of the station itself (what will the acoustics be inside the station and to what extent will noise reverberate and be heard from Wells House Road? Without relevant expertise, we can only comment to say that issues such as angles, roof covering and walls will have a huge impact on acoustics, yet there is no mention of this having been considered as part of the design. This in turn will inform the second element, (2) namely whether further noise insulation or noise barriers will be required to insulate residents of Wells House Road from the noises from station. A specific consideration is that the residents need HS2 to build the retaining wall up to existing fence levels using soundproof materials. Other specific points on this:
- ‘New Station Square’, the outdoor space between the HS2 station and Wells House Road is open and is likely to be noisy. Specifically:
 - There is an indication in the Station Design Leaflet that this could be used for ‘festivals, markets, play spaces, etc.’
 - The Station design leaflet also indicates that HS2 are “working to **integrate innovative sound & visual systems** into the design. This will increase accessibility, allow a healthy internal environment and **minimise noise from the station.**” Can this be evidenced?
 - We challenge the ‘conventional rail platforms’ that will be above ground and will likely run trains 24/7 with the sound of trains, tannoy, announcements and passenger chatter. We need to see evidence that Wells House Road residents will not hear noise from trains, platforms or from people entering or exiting the station
 - Ground level platforms for Crossrail: we are concerned about level of noise which is likely to be 24/7. In addition to train noise, there will be platform noise from tannoy and we need to know how this will be mitigated

Recommendations

- a. Firm mitigation measures to ensure that no sound can be heard from the HS2 station and Crossrail platforms – or from the open space in front of the station – particularly at night-time
- b. Sound barriers may need to be provided around the site
- c. We recommend that the retaining wall is built to the height of back garden fences (at least) and that materials are used in its construction that deflect the noise
- d. In addition, mature trees (to the height of current trees) and shrubs should be planted from day one that will help with noise, air pollution and light pollution from the site
- e. We would ask that a full study of impacts to Wells House Road residents is conducted, with the input of residents, the local authorities and OPDC

6. Investment in the community

- a. We find it very alarming to read that 86% of users will be using the station as interchange only. With these passengers having no investment whatsoever in the local area, what is going to be done to ensure they respect the facilities and the neighbouring areas?



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- b. HS2 and OPDC have recognised Old Oak Common as a deprived area and the HS2 development has been sold to our local authorities in terms of it bringing benefits to our community. However, as demonstrated by the construction phase, HS2 has not invested one penny in the community to date, has not employed one single local person and has at every level disrespected the local community and its basic human rights. We should point out that diversity runs deeper than the colour of people's skin; diversity should encompass different cultures, ages, SEG and the mix of the indigenous communities with future communities. What provisions and investments will HS2 provide to benefit the existing community and future residents moving into the area?

Recommendations

- a. Provide details of how HS2 will invest in the community
- b. Provide details of how HS2 will provide job opportunities for existing local people

7. General comments on Design Vision

- a) We would challenge a 'design vision' threaded into these documents. This comes out of the OPDC Local Plans which are not currently approved

8. Stakeholder engagement

- a. Local community has been excluded from stakeholder engagement
- b. Local residents have not been included on Station Design Panel, despite continued requests to OPDC Board

9. Summary of key recommendations for Wells House Road residents

- a. Need to ensure no noise from stations can be heard from residential homes, either through design features in the station or additional sound barriers between the residential area and the station
- b. Consideration should be given to cover the Crossrail platforms. HS2 has previously misled the community into believing that ALL platforms would be underground
- c. Either platforms to be covered
- d. Light pollution needs to be addressed
- e. Mature trees and shrubbery should be planted in front of station to help with noise, air pollution from buses, taxis, trains and private vehicles and with light pollution
- f. Stop access to any private vehicles
- g. To understand the height of the roof of the station against the elevation of homes in Wells House Road and impact of material choice
- h. To move the main vehicular station entrance to where originally agreed; north of Kildun Court
- i. To understand how Park Royal business intend to access the station, i.e. by public transport???
- j. To understand how the small local roads will carry the large numbers of new buses and other vehicular traffic
- k. To block the tower block development to the west of the station
- l. To ensure that no noise and light escapes the glass front of the OOC station concourse



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- m. To ensure that noise is kept to a minimum in the area in front of the station – and in particular that this is not used for festivals or other noisy night-time/weekend events
- n. To understand the future plans to build access roads to the east, i.e. to Scrubs Lane
- o. To understand if a single access route to the station is safe? What would happen if there was a fire or terrorist attack and the single access to the station was blocked?
- p. For HS2 to provide updated information, including accurate images and to put back the response to the planning applications until after this has been provided. We realistically require 5-6 weeks for community response (considerably less than the time wasted so far by HS2 during the time it has refused to provide the community with comprehensible materials)
- q. For HS2 to provide simple communications materials and for there to be a community wide online q&A session/presentation to make responding to this consultation accessible to all, as agreed on 5th March 2020



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C. 20/0011/HS2OPDC SCHEDULE 17 OLD OAK COMMON LANE REALIGNMENT AND REPLACEMENT BRIDGES. (Comments based on SCHEDULE 17 WRITTEN STATEMENT - BRIDGES

We note that this planning application has been put back but are submitting our response in advance. We may amend this depending on the revisions from HS2.

1. Wells House Road Retaining Wall

- a. Although the Wells House Road retaining wall is mentioned within the HS2 documents and images (albeit they are often contradictory, misleading and inaccurate) are included, HS2 has failed to incorporate the rebuilding and reinforcement of the wall into its designed
- b. Assurances have been given to local residents groups and to Ealing Council from the Secretary of State. These address 'construction of boundary wall'
- c. However, beyond the 'survey of Boundary Wall', elements of these assurances have been ignored in the planning application and need to be factored into a revised version:

Survey of Boundary Wall

2.4 The Secretary of State will require the Nominated Undertaker during the site set up works for the Old Oak Common Station Main Compound, to carry out a survey to assess the condition of the Boundary Wall and, **in the event that it is considered that there is a reasonable risk of it collapsing prior to the Boundary Wall Works, taking reasonable steps to shore it up temporarily pending the construction of the Retaining Wall.**

Mitigation of impacts of construction of Retaining Wall

2.5 The Secretary of State will require the Nominated Undertaker to use reasonable endeavours, in accordance with the Code of Construction Practice, to reduce the construction impacts of work no. 1/40 realignment of Old Oak Common Lane on properties on the eastern side of Wells House Road. In particular, the Secretary of State will require the Nominated Undertaker to:

- **avoid, so far as is reasonably practicable, damage to the land, property, gardens** and existing flora of properties on the eastern side of Wells House Road;
- **in advance of the HS2 Works, make a photographic record of the land, property, gardens and existing flora of each property on the eastern side of Wells House Road affected by the HS2 Works and provide a copy of that record to the relevant owner or occupier;**



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- **in advance of the HS2 works comprising the construction of the Retaining Wall**, assess whether it is appropriate to carry out defect/condition survey on properties to the east of Wells House Road;
- use reasonable endeavours to provide relevant owners or occupiers of affected properties with no less than three (3) months' advance notice in writing of the construction of the Retaining Wall, their expected duration and details of any access required by the Nominated Undertaker; use reasonable endeavours to carry out the HS2 Works from Old Oak Common Lane to reduce the need to access the HS2 Works from Wells House Road;
- use reasonable endeavours to minimise the amount of the garden space that is occupied for construction of the HS2 Works;
- make good any damage directly resulting from the HS2 Works; give up possession of any gardens occupied for the purposes of the construction of the Retaining Wall as soon as is reasonably practicable following completion of those works;

Design of permanent fencing at rear of east Wells House Road and Retaining Wall:

2.6 The Secretary of State will require the Nominated Undertaker, prior to the Nominated Undertaker submitting any application for approval of the permanent fencing to be installed as part of the HS2 Works in accordance with Schedule 17 to the Bill, to use reasonable endeavours to engage with the relevant owners and occupiers of the properties on the east side of Wells House Road regarding the design of such fencing.

2.7 The Promoter will require the Nominated Undertaker to advise the Chair of WHRRA on the proposed external appearance of the Retaining Wall prior to any application required by Schedule 17 to the Bill for this work, and to have regard where reasonably practicable to the comments made by the WHRRA on any such application regarding the appearance of the Retaining Wall subject to the approval of the local planning authority and any other consents required for the works.

- d. In particular, it has been agreed that WHRRA should be consulted over the design of the 'boundary wall' and 'fencing'
- e. Overall, answers and plans are required around the design of the retaining wall on the west side of Old Oak Common Lane (which supports up to 25 homes and gardens) before the design of the lowered road and pavement can be put forward
- f. Currently, there is conflicting information provided in this document regarding the reconstruction and protection of the Wells House Road retaining wall
- g. There are four key elements that need to be explored in the rebuilding of the wall:
 - **safety – including structural safety for homes and gardens supported by the retaining wall**

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- **aesthetics – currently the foliage on the wall adds character to both the area and to homes**
- **materials used/height of wall (to the height of current garden fences), i.e. to soundproof homes and gardens from the station noise**
- **the reopening the steps**
- b. HS2 have stated in more recent meetings that they will build a wall in front of the current wall to protect it. However, this is not explicit in these documents and needs to be clarified – and to include detailed designs
- c. Indeed, we have not evidence that building a ‘wall outside the wall’ is the best solution for ensuring the safety of the homes and gardens that the wall currently supports. We require plans and evidence from HS2 of the benefits of this approach, rather than rebuilding the current wall
- d. Overall, it is essential that the retaining wall is reinforced permanently, and the document needs to be edited to include information as to how this will be done
- e. Wells House Road needs to be given the opportunity to review the plans and, at the cost of HS2, to use independent surveyors to ensure this work is safe and will have no short or long-term negative impact on the structure or value of our homes
- f. Currently, we have no rationale for the approach to shoring up the wall and whether the metal bars are helping with the security of the wall or whether they are further damaging it
- g. We still have no survey reports from the work that HS2 carried out on individual homes, despite persistent requests for this information
- h. It is essential that HS2 makes the wall safe and that the work they do to safeguard this wall and the homes, gardens and structures above it is a long-term solution
- i. It would make sense for the retaining wall to be built up to the height of the tops of residents’ fences, using sound proofed materials:
 - i. To soundproof homes and gardens from station and additional road noise
 - ii. To help insulate Wells House Road from air pollution from the station vehicles and railway pollution
 - iii. For aesthetic reasons so that the view from the station doesn’t include the ‘shanty town’ that can be seen currently
- j. We also ask for HS2 to adopt the WHR retaining wall. The wall was most likely built by the local authorities or railway when the elevation of the area was changed for the road to be built from the north to the south. Currently, its ownership is not clear. Looking at other similar structures across the country, most have been adopted by the local authorities

2. Steps to Wells House Road

- h. The Wells House Road steps have been an access point for residents since the houses were built
- i. They are essential for residents to access Old Oak Common Lane, transport and amenities to the south, e.g. in East Acton
- j. Since Wells House Road is a cul de sac, there are no alternative exit points for residents. Particularly with the building of a large station in such close proximity, we require an alternative exit for residents in case of emergency



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- k. The restoration of our steps needs to be factored into the HS2 designs and these steps need to be maintained

3. Pedestrian footway on the west side of Old Oak Common Lane

- l. The 'footway' on the western side of Old Oak Common Lane behind Wells House Road needs to continue beneath the bridges and to East Acton
- m. Images are unclear and indicate that it is only for access to the bus stop and not for access down to East Acton
- n. Old Oak Common Lane requires pedestrian crossings for residents to use to access the station and the bus stops
- o. In order to accommodate the new 'protective' retaining wall for Wells House Road, the road will need to be widened to the east. Currently, this is unclear
- p. We would request street lighting that promotes safety for pedestrians but that cannot be seen from Wells House Road and that avoids light pollution



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- q. We would like more information on construction schedules, including road closure times and working hours and we request measures for mitigating night-time noise and light from the works
 - a. In addition, we would like details of the intended duration of the works
 - b. Full details of night-time work need to be communicated to Wells House Road residents in order to allow residents enough time to apply for noise insulation in advance. Considering HS2 has delayed providing many residents with noise insulation for around three years, this initiative should start immediately
- r. Both the road lowering construction and anticipated station noise justifies extending the offer to fronts of homes and for people in the centre of Wells House Road. **ALL RESIDENTS IN WELLS HOUSE ROAD SHOULD BE ALLOWED NOISE INSULATION ON ALL EXTERIOR DOORS AND WINDOWS**
- s. Overall, there needs to be open consultation with the community as to the benefits of night-time work/noise and road closures versus daytime road closures and work
- t. We require pedestrian access 24/7 while the works are taking place
 - a. And for Ealing Council to temporarily extend parking for Wells House Road residents to the roads in East Acton south of the bridge in order for parents to be able to take children to school, for access to shops/doctors/work, etc. for people needing to gain access to the southern amenities
- u. Community engagement has been lacking on this. These documents indicate that meetings have been held with HS2, Ealing Council, OPDC and the various rail groups but the community has been excluded
 - a. We have no responsive point-person at Ealing Council who looks after community interests
 - b. OPDC has not fulfilled its agreement to provide a full-time staff member to liaise between the major stakeholders on behalf of the community
- v. Since this works will not take place until 2027, there is ample time to consult with the community and incorporate their feedback
- w. Again there is conflict in the images:
 - a. P43 versus P19. HS2 keep giving local residents conflicting information at meetings which appears to be purposefully misleading
- x. There are no images that indicate which bridge will be used by Crossrail. Please provide details, including heights, positioning and elevation in relation to Wells House Road homes
- y. Can we understand if the Crossrail turnback is still taking place behind Wells House Road?
- z. How will emergency vehicles navigate the road closures?



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D. 20/0013/HS2OPDC – SCHEDULE 16 FOR LAYOUT OF THE ON-SITE ROAD NETWORK ADJACENT TO THE STATION. (REFERENCE FROM ROAD LAYOUT DESIGN REPORT)

Wells House Road Resident key concerns

- a. 1Need more accurate plan of roads, including service road
- b. As stated before, we see no need for private vehicle drop-offs/'kiss and ride', unless these are Uber-style taxis/minicabs
- c. We would like to see control on emissions, i.e. a total ban on diesel and high emission vehicles – including black cabs and buses that don't conform
- d. Can we please have clarification as to what 'potential future links' on p16 means
- e. There is no ambition stated in this document for access from the east/Scrubs Lane. Several years ago, TFL stressed the need for access from the east - for safety reasons, for improved accesses and to spread the additional traffic across the area
- f. The additional traffic on Old Oak Common Lane is unrealistic. There are already tailbacks to the A40 in either direction due to the HS2 construction vehicles