

LONDON BOROUGH OF HILLINGDON

SUMMARY OF ISSUE SPECIFIC HEARING REPRESENTATIONS - COMPULSORY ACQUISITION

HIGHWAYS ENGLAND'S RESPONSE

Hearing Day 3; Issue Specific Hearing; Compulsory Acquisition Hearing

ExA Question	Written response (provided at Hearing)	Additional comments/information as requested by ExA
A. PRELIMINARY MATTERS		
<p>5a. London Borough of Hillingdon (LBHill) object to the need for HE to temporarily possess specific lands [plots 28-04, 28-05, 28-06, 28-07, 28-09, 28-10, 28-11 and 281-12] as it is ‘significantly more than is required for temporary access and working space for extension to Sipson Road subway’ REP2-060. Further concern is expressed in respect of public rights of way (PRoW) closures and engagement with neighbouring occupiers.</p>	<p><i>The applicants advised at the hearing that due to the implementation of alternative construction techniques, the Sipson subway would not be closed for the duration of a year as initially stated in documentation submissions.</i></p> <p><i>The applicants confirmed that there are alternative construction techniques which they are likely to employ on the subway works, which would allow for pedestrian access to be maintained for the 1 year duration of works at the site. The applicants advised that this is possible by only having closures at weekends, evenings and over school holidays to minimise disruption. The applicants did advise that there would be the need for some closures and diversions, but this would be limited in its duration. Officers will continue to speak to the applicants to ensure that we all receive further information and assurances that the subway closures will be minimised through the measures that were discussed at yesterday's hearing.</i></p> <p><i>It was also advised that the applicants confirmed that the access from Vine Close to Sipson Road will remain open as this land is no longer required for the works.</i></p>	<p><i>The councils requests appropriate amendments to the draft CEMP to reflect the comments made with regard to the Sipson subway closure at the hearing, this should include the mechanisms by which it is possible to prevent permanent closure of the subway which the applicants propose to employ. It would appear that there is no alternative means to secure the in principle offer made by the applicants to seek to minimise the closures to the subway.</i></p> <p><i>An update of all plans is also required to reflect the reduction of the temporary CPO lands which will allow access from Vine Close to Sipson Road.</i></p> <p><u>Highways England Comment</u></p> <p>Highways England are continuing to develop the design details and the detailed construction planning. Options are being considered to minimise the overall extent and duration of</p>

<p>i. Can HE respond to the objection raised by LBHill in respect of the extent and duration of TP power sought at Sipson Road?</p>	<p><u>Highways England Comment</u></p> <p>Alternative construction techniques and design details will be adopted to minimise the number of closures. Closures at weekends, evenings and over school holidays will be adopted to minimise disruption. Communications will be maintained with London Borough of Hillingdon and key stakeholders in the area, such as Cherry Lane School, with regards to minimising closures.</p> <p>Access from Vine Close to Sipson Road will remain open throughout the works.</p>	<p>temporary land acquisition and Highways England can confirm that pedestrian access will be maintained between Vine Close and Sipson Road at all times. The CEMP has been updated to include this requirement. However, to maintain flexibility of construction methods, and to enable protection and management of pedestrian movement, the extent of temporary compulsory acquisition in the vicinity of Vine Close and Sipson Road will be maintained as shown on the Land Plans.</p> <p>For example, it will be necessary to isolate and protect pedestrians from the works. This will require adjacent pedestrian routes to be fenced off from the works. To enable such fences to be constructed it may be necessary to first provide a temporary pedestrian diversion along the west side of Sipson Road.</p>
<p>ii. Can HE respond to the concern raised by LBHill in respect of PRow closures and engagement?</p>		

<p>iii. Can HE respond to the statement in LBHill's Local Impact Report (LIR) that there is 'insufficient information provided to assess if the extent of the CPO's [compulsory purchase orders] (permanent and temporary) accord with the PA2008 with regard to the land being required, necessary and in the public interest'? REP2-060</p>		
<p>iv. When can a Statement of Common Ground (SoCG) between the parties be expected to be submitted to the examination?</p>	<p><i>It was advised that every effort would be made to agree a SoCG in the two weeks following Deadline IV.</i></p> <p><u>Highways England Comment</u></p> <p>Discussions are continuing between London Borough of Hillingdon and Highways England to enable a Statement of Common Ground to be agreed. A meeting took place on 21 December 2015 to progress these discussions and a further draft of the SoCG was sent to the London Borough of Hillingdon on 4 January 2016.</p>	