

Mr Michael Cassidy
Regeneration and Planning Development Management
London Borough of Camden
Town Hall
Judd Street
London
WC1H 8ND

One Canada Square
25th Floor
Canary Wharf
London
E14 5AB

22nd October 2015

Our ref: HS2-LBC-SC-008

By Email

Dear Mr Cassidy

App Ref: 2015/1243/P – Demolition of existing buildings identified as Number 2 at the northwest corner of the site and Number 4 at the eastern corner of the site to provide a new ground plus 5 upper storey building along the north west part of the site and a ground plus 2 storey building at the eastern corner and refurbishment of existing building on site to create 40 residential units, employment floor area (Class B1a), car parking and landscaping within the courtyard with ancillary works. At: 44 - 44a Gloucester Avenue, London, NW1 8JD.

Thank you for consulting HS2 Ltd on the above application we have the following comments to make.

As you will be aware the Government has announced its intention to construct and operate Phase One of a high speed railway, known as High Speed Two (HS2), between London and Birmingham; and Phase Two between Birmingham and Manchester and Leeds. Powers to construct and operate HS2 are to be sought by promoting a hybrid Bill which was deposited in Parliament on 25th November 2013 and cleared its Second Reading stage on 28th April 2014. Please see the dedicated hybrid Bill section on our website for further details: <http://www.hs2.org.uk/hs2-phase-one-hybrid-bill>.

You will also be aware that, on 9th July 2013, the Secretary of State for Transport announced that Safeguarding Directions had been issued for the majority of Phase One of HS2. On 24th October 2013, these directions were replaced with an updated set of directions which included two sections which had previously not been published. On 26th June 2014, the directions were again replaced with an updated set of safeguarding directions, which broadly reflect the land requirements set out in the hybrid Bill. Further details, guidance and maps are available at: <http://www.hs2.org.uk/safeguarding>.

In this case the application site is located within the limits of land subject to the formal HS2 Phase One Safeguarding Direction and in an area of sub-surface interest. The site also lies within the Limits of Land to be Acquired or Used (LLAU) for construction of the railway as identified on the Plans deposited with Parliament on 25th November 2013. The HS2 Phase One Formal Environmental Statement (ES), which accompanies the High Speed Rail (London - West Midlands) Bill, describes the proposed HS2 railway between London and the West Midlands and reports the likely significant environmental effects of the Proposed Scheme.

As stated above, the application site lies within the limits of land subject to the formal Safeguarding Directions and specifically within an area subject to a sub-surface safeguarding interest, (see Safeguarding Map number SG-01-002 at: <http://www.hs2.org.uk/developing-hs2/safeguarding> for further details) and accordingly this area is potentially required for the construction and/or operation of the railway.

As the line of route will be in a bored tunnel at this location, the main interaction of the proposed development with HS2 will be in the design and construction of foundations for the buildings. Whilst proposed HS2 tunnels are almost at their deepest point in this location, (with the crown around 30m beneath the existing pile toes), our engineers are confident that there is no chance of a clash between the proposed development and the railway works. However, as the site lies partly within the 1 and 10mm settlement contours, HS2 Ltd needs to ensure that the proposed construction works will accommodate any anticipated settlement.

It is noted that the applicant has commissioned a noise assessment and the report provided by Sharps Redmore explains the objective was to consider the development *in relation to the existing noise and vibration environment, in particular from the nearby rail lines*. Given the situation set out above it will be for the applicant to also take account of any effects reported in the HS2 ES that could influence the proposed development design, for example noise and vibration significant effects arising from the construction and operation of HS2.

In light of the above and in the event that your Council is minded to grant permission for the application, HS2 Ltd requests that the following planning conditions and informative are placed on the decision notice. In the absence of these conditions there would be no means to ensure that the foundation design of the buildings are:

1. Built to ensure their structural integrity takes account of the future potential presence of HS2 beneath the site; and
2. Do not cause a construction conflict with the proposed alignment of HS2.

Conditions:

1. None of the development hereby permitted shall be commenced on those parts of the site shown on the site as shown as falling within the 'Limits of Land Subject to the Safeguarding Direction' until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any structures below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the Local Planning Authority which:

- (a) Accommodate the proposed location of the HS2 structures and tunnels.
- (b) Accommodate ground movement and associated effects arising from the construction thereof, and;
- (c) Mitigate the effects of noise and vibration arising from the operation of the HS2 railway within the tunnels, ventilation shaft and associated below & above ground structures.

2. The design and construction method statements to be submitted under Condition 1 shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 structures and tunnels in or adjacent to the site of that development, the construction of the HS2 structures and tunnels is not impeded. The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of condition 1 shall be completed, in their entirety, before any part of the building(s) hereby permitted is/are occupied.

3. No works below ground level comprised within the development hereby permitted shall be carried out at any time when a tunnel boring machine used for the purposes of boring tunnels for the HS2 railway is within 100 metres of the land on which the development hereby permitted is situated.

Informative:

In seeking to address conditions relating to foundation design and interaction with the proposed route of HS2, HS2 Ltd would recommend early engagement. Contact details can be found at www.hs2.org.uk.

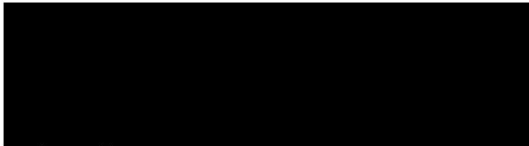
Please note that in the event the local planning authority is minded to approve the application without the above conditions, contrary to the advice of HS2 Ltd, then the application should in accordance with paragraph 6 of the Safeguarding Directions issued on 26th June 2014, be sent together with the material specified in paragraph 7 of the Safeguarding Directions, by first class post to:

High Speed Rail Property Team
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Or by email to: highspeedrail@dft.gsi.gov.uk

HS2 Ltd would welcome a copy of the decision notice once it is available. In the meantime if you have any questions regarding the above comments then please do not hesitate to contact me at: town.planning@org.uk.

Yours sincerely,



James Fox

Safeguarding Planning Manager, HS2 Ltd

Town.Planning@Hs2.org.uk