



Michael Cassidy  
London Borough of Camden  
Town Hall  
Judd Street  
London  
WC1H 9JE

One Canada Square  
25<sup>th</sup> Floor  
Canary Wharf  
London  
E14 5AB

11<sup>th</sup> January 2017

Our ref: HS2-LBC-SC-012      **By Email**

Dear Mr. Cassidy,

**App Ref: 2016/6891/P – Demolition of existing buildings (Class B1(c) & B8) and the erection of a part 4, part 5, part 6 and part 7 storey building comprising 1,219 sqm of commercial floorspace (Use Class B1) at basement and ground floor levels and 76 residential units (28 x 1-bed; 35 x 2-bed and 13 x 3-bed) (Class C3) including disabled car parking, landscaped courtyard and communal amenity areas at: 1 Centric Close, London, NW1 7EP.**

Thank you for consulting High Speed Two (HS2) Ltd on the above planning application. We have the following comments to make on the proposals.

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 25<sup>th</sup> November 2013 and cleared its Third Reading stage on 23<sup>rd</sup> March 2016. 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 9<sup>th</sup> July 2013, the Secretary of State for Transport announced that Safeguarding Directions had been issued for the majority of Phase One of HS2. On 24<sup>th</sup> October 2013, these directions were replaced with an updated set of directions which included two sections which had previously not been published. On 16<sup>th</sup> August 2016, these 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 a substantial area of landscaping and tree planting proposed along the western boundary of the application site, adjacent to the existing railway and south of Regents Canal, lies partially within limits of land subject to HS2 formal surface safeguarding directions, Limits of Deviation and Book of Reference land parcel 219. However, notwithstanding that interaction with the proposed railway, the supporting Planning Statement makes no reference to the proposed HS2 project in that location.

In light of the above internal liaison has taken place with the HS2 Ltd Construction team who have confirmed that as far as HS2 tunnels, utilities and ground investigation survey works are concerned there are no direct impacts identified on these assets from the proposed development.

However, with regard to indirect impacts, the developer will have to coordinate with HS2 appointed contractors in relation to logistics (for example if the development will give rise to many, frequent or oversized construction deliveries etc.). It should also be noted that the site is not far away from an HS2 lorry handling area (LHA) and therefore HS2 proposed traffic routes may impact upon them.

Accordingly in the event that the local authority are minded to grant planning permission for the development, HS2 Ltd requests that the following planning conditions (or similarly worded alternatives) and informative are included on the decision notice in order to protect the delivery of the railway:

**Conditions:**

1. None of the development hereby permitted shall be commenced until detailed design and construction method statements have been submitted to and approved in writing by the Local Planning Authority in liaison with HS2 Ltd.
2. The design and method statement/s to be submitted under the above condition, 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 works, the construction of the HS2 works are not impeded. The scheme hereby approved shall not be implemented other than in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority in liaison with HS2 Ltd.

Reasons: To safeguard the HS2 programme and to protect HS2 assets.

**Informative:**

The applicant is advised that the application site falls partially within land that may be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill which was deposited in Parliament on 25<sup>th</sup> November 2013 and cleared its Report/Third Reading stage on 23<sup>rd</sup> March 2016. As a result land within the application site may be compulsorily purchased. More information can be found at: <https://www.gov.uk/government/organisations/high-speed-two-limited>.

Please note that if the local planning authority is minded to approve the application without the above conditions, (or similarly worded alternatives), contrary to the advice of HS2 Ltd then the application should, in accordance with paragraph 6 of the Safeguarding Directions issued on 16<sup>th</sup> August 2016, 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](mailto:highspeedrail@dft.gsi.gov.uk)

HS2 Ltd would welcome a copy of the decision notice for our records when it is available, in the meantime if you wish to discuss the contents of this response further then please do not hesitate to contact me at: [Town.Planning@Hs2.org.uk](mailto:Town.Planning@Hs2.org.uk).

Yours sincerely,



James Fox

Safeguarding Planning Manager, HS2 Ltd