

Ben Farrant

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14.04.2020

Dear Ben,

**HIGH-SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017.
LONDON BOROUGH OF CAMDEN
SCHEDULE 17, PARA 9 – BRINGING INTO USE SUBMISSION
BRINGING INTO USE OF THE 'EUSTON UP-SIDINGS' AND 'CAMDEN CARRIAGE SIDINGS':
SCHEDULED WORK NO.S 1/17 AND 1/27.**

We submit herewith the request for the Bringing into Use of Scheduled Work No. 1/17 and 1/27 for the extension of sidings at 'Euston Up-Sidings' and 'Camden Carriage Sidings' under Schedule 17, Paragraph 9 of the High-Speed Rail (London – West Midlands) Act 2017.

The works concerned are defined in Schedule 1 as follows:

Work No. 1/17 - A railway siding (0.50 kilometres in length) commencing at a point 81 metres north-east of the junction of Stanhope Street with Granby Terrace passing north westwards and terminating at a point 60 metres south-east of the junction of Delancey Street with Mornington Terrace;

Work No. 1/27 - A railway siding (0.89 kilometres in length), partly in tunnel, commencing by a junction with carriage siding and the West Coast Main Line at a point 22 metres south-east of the junction of Gloucester Avenue with Parkway and terminating at a point 44 metres east of the junction of King Henry's Road with Regent's Park Road;

Background

The background and general approach to making Bringing into Use submissions is set out in Planning Forum Note 7.

In accordance with Planning Forum Note 7 this submission forms a cover letter which lists all of the relevant plan numbers and submissions in relation to the approval for the plans & specifications approval received under paragraphs 2 and 3 of Schedule 17.

In this instance the Bringing into Use submission is made in parallel with the Schedule 17 Plans & Specs submission.

Paragraph 9 (4) refers to means required for the mitigation effects of the works. There are no specific mitigation measures proposed as appropriate mitigation has been incorporated into the design. Plans & Specs' approval is sought in parallel to this application.

The scheduled work is required to be brought into use as so it can be used by West Coast Main Line services. The sidings are Network Rail assets and will not be used by HS2 services.

Submission Fee

No planning fee is payable in line with the service level agreement between HS2 & The London Borough of Camden.

This application, submitted by Steve Taylor on behalf of the nominated undertaker, lies within the area designated for consultation under the High Speed Two Safeguarding Directions issued by the Secretary of State for Transport on 16 August 2016.

The application need not be referred to High Speed Two Ltd. for consultation for the purpose of the Directions. Should you have a query or require further guidance on safeguarding, please do not hesitate to contact the Safeguarding Manager at town.planning@hs2.org.uk or

The Safeguarding Planning Manager,
High Speed Two (HS2) Limited,
One Canada Square,
London,
E14 5AB

We trust the above gives you sufficient information to determine the request for approval. Should you wish to discuss this matter further, please Steve Taylor at steven.taylor@networkrail.co.uk (07920 856544) (Town Planning & Heritage Manager).

Yours sincerely,

Ryan Ward

Senior Town Planning Manager
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