

# HS2

## **High Speed Rail (London – West Midlands) Act 2017**

HS2 Ltd

London Borough of Camden

### **Euston Sidings – Construction of an external Staircase, a new Re-Locatable Equipment Building and Artificial Walkway Lighting**

Schedule 17 Plans and Specifications Written  
Statement for Information

**158157-NWR-STM-LEP-000001**

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# 1 Introduction

## 1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> Steve Taylor Town Planning & Heritage Manager Network Rail 1 Eversholt St. London, NW1 2DN
Site Address	Land West of Mornington Terrace, NW1 7RT and Land North East of Gloucester Avenue, NW1 7AU  The works are located at; Easting (528786) Northing (183512)
Description	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017 for works comprising: A new external staircase, a new re-locatable equipment building and artificial lighting.

## 1.2 Terms of Reference

1.2.1 This Written Statement is compiled in accordance with the High Speed Two (HS2) Phase 1 Planning Memorandum and Planning Forum Notes (PFNs) as required by the planning regime established under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017.

1.2.2 This statement provides the London Borough of Camden with information to assist with the determination of the Plans and Specifications submission under Schedule 17, in relation to the above description of works.

1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.

## 1.3 Introduction to High Speed 2

1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release

capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.

1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.

1.3.3 For further information on HS2 and the route within the London Borough of Camden please refer to the Planning Context Report for the London Borough of Camden, deposited with the Council by HS2 Ltd.

## 1.4 High Speed Rail (London – West Midlands) Act 2017

1.4.1 The High Speed Rail (London – West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission.

1.4.2 Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.

- Construction arrangements (including large goods vehicle routes);
- Plans and specifications;
- Bringing into use requests; and
- Site restoration schemes.

1.4.3 This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.

1.4.4 Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

1.4.5 This Written Statement includes information supporting the Plans and Specifications submission in relation to the matters outlined in **Table 2** below.

Table 2: Schedule 17 Plans and Specifications Submission Details

Site	Details
Plans and Specifications	<ul style="list-style-type: none"> <li>• A Pedestrian Access to the Railway</li> <li>• The Alteration, Construction or Extension of a Building</li> </ul>

Site	Details
(permanent works)	<ul style="list-style-type: none"> <li>Artificial Lighting</li> </ul>

## 1.5 High Speed Two: Code of Construction Practice

1.5.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the High Speed Two Code of Construction Practice (CoCP).

## 1.6 Structure of Written Statement

1.6.1 This Written Statement is structured as follows:

- A description of the location and main characteristics of the works area is provided in **Section 2**;
- **Section 3** describes the main works being undertaken in the area, as set out in Schedule 1 of the Act, and those that are the subject of this Schedule 17 Plans and Specifications submission;
- The design criteria and rationale for the works which are the subject of this Schedule 17 Plans and Specifications submission are described in **Section 4**;
- **Section 5** summarises the pre-submission consultations that were undertaken, including a list of the consultees, dates, attendees at meetings and a brief summary of the outcome of these discussions;
- A high level programme for the works and how they fit into the wider programme for other works in the area, as set out in Schedule 1 of the Act, is provided in **Section 6**; and
- **Section 7** identifies any other main consents, or known forthcoming consents associated with the works.

## 2 Site Location and Characteristics

### 2.1 Site Location

- 2.1.1 The application site is located within the rail corridor with an existing pedestrian access to the railway to be made good. Residential properties are located to the North with the Edinboro Castle Public House, a Grade II listed building. No. 58 Mornington Terrace is located immediately to the North and is also a Grade II listed building. Residential properties neighbour the rail corridor to the east and to the west.



**Camden Carriage Sidings Location**



### **Euston Up-Sidings**

## **2.2 Surrounding Highway Network**

- 2.2.1 The application sites are contained within the existing railway corridor, with all development seeking consent located within the operational railway. Mornington Terrace and Park Village East extend parallel with the rail corridor to the East and West of the Up-sidings site, with Euston station located to the south.
- 2.2.2 The Camden Carriage Sidings site is located north-east of Gloucester Avenue.



## 3 Description of the Works

3.1.1 The works at 'Euston Up-Sidings' include the extension and replacement of the track to an existing set of sidings adjacent to Mornington Terrace. Works to support the sidings extension include, the extension of OLE, walkway extension, driver platforms, extended lighting, the construction of a new external staircase for access, a re-located REB and internal works to an existing access point and building.

3.1.2 Approval is sought for the following:

### **Euston Up Sidings – Mornington Terrace**

- Extended walkway lighting
- A re-locatable equipment building
- Construction of a metal staircase

### **Camden Carriage Sidings – Gloucester Avenue**

- Provision of walkway lighting

3.1.3 Similar works at Camden Carriage Sidings including, track extensions, extension to OLE and walkways, driver platforms and extended lighting. Consent is sought for the artificial lighting with the remaining works benefitting from deemed consent under the act.

## 3.2 Introduction

3.2.1 This Written Statement supports the Schedule 17 submission for the approval of plans and specifications for Euston Up-Sidings, in the vicinity of Mornington Terrace.

3.2.2 The Plans and Specifications submitted for approval are listed in the pro-forma accompanying the application. A summary of the proposed works for approval is provided in Section 3.2 below.

3.2.3 Sections 3.2 – 3.6 provide information on other aspects of the works to assist in understanding the context of the works being submitted for approval. The information in Sections 3.3- 3.6 is not for approval under Schedule 17.

## 3.3 Works for Approval

3.3.1 The relevant scheduled works as set out under Schedule 1 of the Act to which this Schedule 17 submission relates are:

- '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;

3.3.2 The works submitted for approval comprise a Re-locatable Equipment Building, artificial lighting and a revised pedestrian access (staircase).

3.3.3 This application is accompanied by an application for the 'Bringing into Use' of Scheduled Work no. 1/17 and no. 1/27.

### **Lighting**

3.3.4 Artificial lighting is proposed to the extended walkways in the interest of safety for railway personnel accessing the sidings. The lighting illuminates a walkway for drivers allowing for access to the sidings from Mornington Terrace and from Gloucester Avenue.

### **Buildings**

3.3.5 The works include a new Re-locatable Equipment Building (REB). The REB represents a grey containerised building which houses signalling equipment. The building is contained within the existing rail corridor and would not be visible from the public realm.

3.3.6 An alteration to an existing building off Mornington Terrace is required, with a new staircase proposed to allow access to the sidings from street level.

## **3.4 Construction Method**

3.4.1 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the HS2 Code of Construction Practice and the Class Approval issued by the Secretary of State (March 2017).

3.4.2 This section summarises the general construction methodology and the main temporary works arrangements. The arrangements described may alter, are for information and background only and do not form part of this request for approval.

- 3.4.3 A road closure of Mornington Terrace was required to allow a concrete pump to be utilised for the foundations of the access staircase. The road was closed for 4 days to allow for the concrete pump to be used.

## 3.5 Archaeology

- 3.5.1 The HS2 Heritage Memorandum (part of the HS2 Environmental Minimum Requirements) explains that a route-wide generic written scheme of investigation: Historic Environment Research and Delivery Strategy (GWSI: HERDS) has been prepared in consultation with Historic England (HE) and the LPA's. It sets out the research framework and general principles for design, evaluation, investigation, recording, analysis, reporting and archive deposition to be adopted for the design development and construction.
- 3.5.2 The arrangements for the management of archaeology during construction are not a matter for approval under Schedule 17.
- 3.5.3 The proposal included works within the existing rail corridor to land that had previously been developed. The site was not considered as a site of archaeological interest.

## 3.6 Environmental Management during Construction

- 3.6.1 The Environmental Memorandum (part of the HS2 Environmental Minimum Requirements) sets out the arrangements for the management of environmental issues during construction and the Code of Construction Practice (CoCP) sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) which include specific measures by topic, relevant to each relevant local authority area. The LEMP relevant to the works subject to this Schedule 17 submission is The London Borough of Camden LEMP and can be found here: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/803294/P1S-HS2-EV-REP-S000-000006\\_-\\_LBC\\_SCSJV.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/803294/P1S-HS2-EV-REP-S000-000006_-_LBC_SCSJV.pdf)
- 3.6.2 Environmental management arrangements during construction do not form part of this request for approval of Plans and Specifications under Schedule 17.

## 4 Design Criteria and Rationale

- 4.1.1 The proposed development represents the need for functional railway equipment within an existing set of sidings and railway corridor. The works to provide a staircase and lighting allow for safe and efficient access to the sidings by railway personnel.
- 4.1.2 The works to provide a re-locatable equipment building is necessary to house essential signalling equipment for reliable operation of the railway. The REB's form standard specification containerised buildings and are produced in a modular format. The buildings are designed to comply with the appropriate rail standards. The REB will be finished in light grey.
- 4.1.3 The staircase forms a steelwork staircase structure designed to an appropriate Network Rail standard providing sufficient access to track level for railway personnel. The staircase forms a fabricated structure finished in light grey and is obscured from view of Mornington Terrace by the existing boundary wall extending parallel with the road.
- 4.1.4 The proposed lighting to both sidings forms a mixture of a Holophane Denver Elite LED Bollard, and a Holophane Platek Ground Mounted Luminaire. The specification along with an image of both lighting specifications is included on the accompanying drawings. The lighting is designed to Network Rail standards to enable sufficient illumination for the adjacent walkway's ensuring minimal light spill beyond the rail corridor.
- 4.1.5 The development has been provided within an existing railway environment and is not considered to be detrimental to the character an appearance of the surrounding area. The works are not largely visible from Mornington Terrace and are screened by an existing brick-built boundary wall.

### 4.2 Noise Barriers

The works undertaken are to extend an existing set of sidings within an operational railway corridor with no noise barriers proposed. The sidings are set at a lower ground level to the neighbouring street at Mornington Terrace.

The works at Camden Carriage Sidings represent works within an existing set of railway sidings.

## 5 Pre-submission Consultation

5.1.1 Pre-submission consultation with the Local Planning Authority, statutory consultees and other relevant stakeholders is summarised in **Table 3** below.

Table 3: Pre-submission Consultation with LPA and Statutory Consultees

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
Name of Local Planning Authority	Add date of consultation	E.g. meeting, email etc.	Summarise key outcomes of pre-submission discussions.
London Borough of Camden - Highways	Feb 2019	Application for a TTRO for the full road closure of Mornington Terrace, to allow access for a concrete pump required for the staircase foundations.	TTRO approved by Highway Authority.
London Borough of Camden – Development Management Team	Planning Reference: 2018/5928/P  Application Submitted: 25-02-2019  Decision Granted: 09-04-2019	A 'prior approval' application under Part 18 of the GPDO was submitted for the staircase at Mornington Terrace and approved by the LB of Camden.	The prior approval application was approved for the Mornington Terrace Staircase.

## 6 Construction Programme

6.1.1 A high level programme for the works subject to this submission and how they fit into the overall programme for other works in the area is contained in **Table 4** below. The programme for works on site may vary from the indicative dates shown.

Table 4: Proposed Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q2 2019	Commencement of construction	Q2 2019

# 7 Other Consents

7.1.1 Other main consents likely to be required for the works are summarised in Table 5 below. Consent requirements may alter during design development and further consents not identified in Table 5 may be required.

Table 5: Other Consent Requirements

Consent	Works Requiring Consent
Temporary Traffic Regulation Order under the Road Traffic Regulation Act 1984.	Temporary 4 day closure of Mornington Terrace.
Schedule 17: Bringing Into Use	A schedule 17 BIU application is submitted along with this application for the Bringing into Use of Scheduled work no. 1/17 and 1/27.