

EXHIBIT LIST

Reference No: HOL/10018

Petitioner: EUSTON STANDARD PACK

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Lorry Holding Area

Why Lorry Holding?

- Constrained sites limit the storage and parking areas within compounds
- The congested local road network increases the risk of deliveries being delayed to site with potential risk to construction programme
- Increased risk of vehicles queuing/circulating on local streets with resulting impacts for the community and road users

Benefits of off-street Lorry Holding

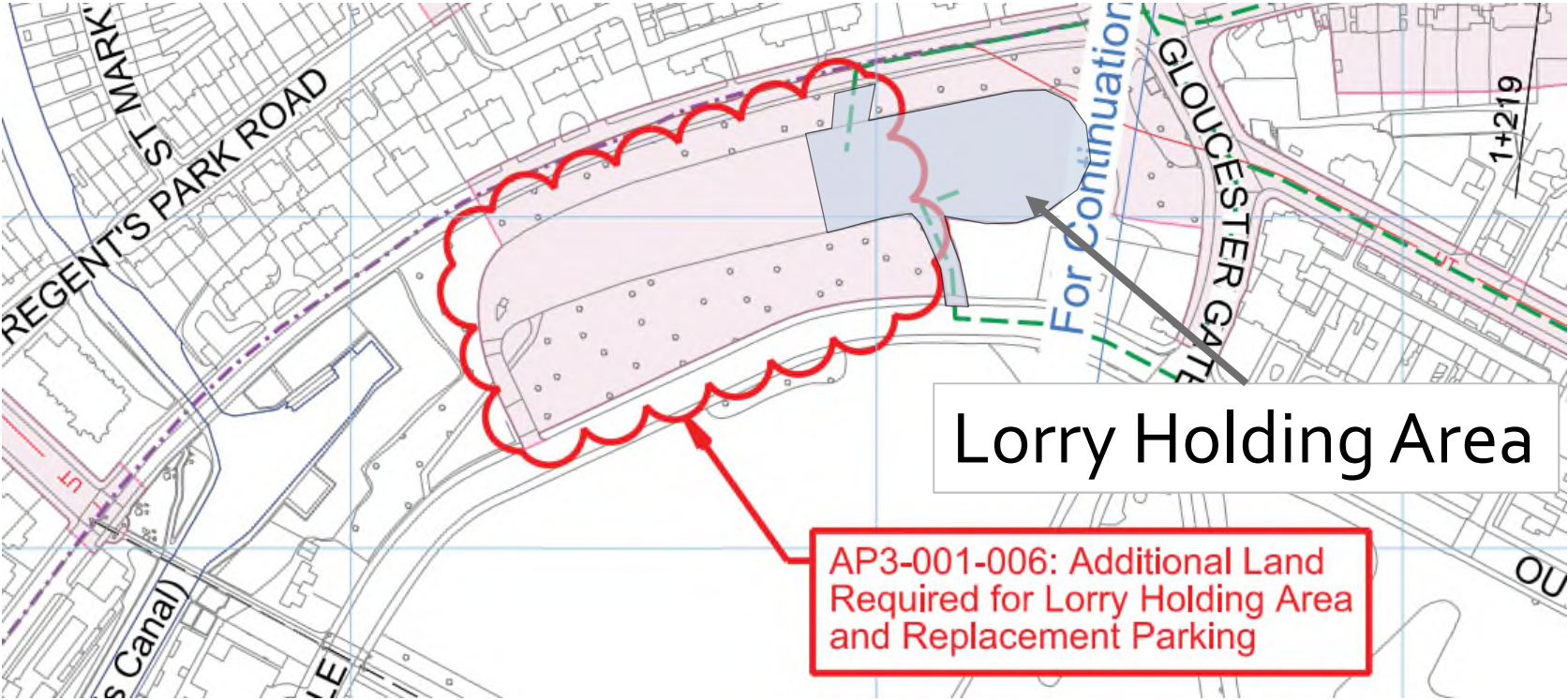
- Off-street areas provide a number of advantages over on-street Lorry Holding Areas (LHAs):
 - Carriageway space would not be taken from general traffic, buses or cycle use and would not affect highway capacity.
 - Potential conflicts with vulnerable road users are considered to be reduced
 - More flexible parking arrangements are typically provided, given on-street facilities are usually linear in nature adjacent to traffic lanes.
 - Increased holding capacity can be provided, equivalent to numerous on-street LHA.
 - Off-street LHA typically provide greater ability to separate vehicles from residential receptors, for example through the use of solid hoarding to provide screening
- The off-street Gloucester Slips LHA (at the ZSL London Zoo car park) has therefore been identified as the primary area for holding lorries associated with the construction of Euston station and approach.

Proposed Facility at the Gloucester Slips (ZSL London Zoo) car park

Increase in limits in AP3

- The amount of land to be acquired in the Gloucester Slips car park increased by approximately 1.3ha
- The majority of the additional land is for the purpose of mitigating the lost parking spaces due to the proposed LHA, in order to minimise disruption to The Royal Parks and operation of the London Zoo
- The increase in the LHA is a small element of the overall change in this area and constitutes around 0.16ha of the total increase
- The total LHA size is around 0.5ha

Proposed Facility in Regent's Park



Gloucester Slips LHA - Operational Information

Operating hours

- The majority of use is likely to take place during core working, between 8am and 6pm and during start-up periods up to one hour before. The LHA will support night-time works where required, however this is expected to be limited in occurrence as deliveries will generally be able to enter sites directly outside of core hours.

Access

- Access to the LHA will be provided off Prince Albert Road

Capacity

- The Gloucester Slips Lorry Holding Area has been designed to provide up to 21 lorry holding spaces.

Length of Use

- The Lorry Holding Area will be required from 2017 to 2033 to support both Stages of construction at Euston.

Ecological Considerations – protected and/or notable species

Bats

- The presence of bats has been confirmed in the car parking area. Proposed mitigation measures include compensatory roosts. Design of the site, including lighting, will be developed to take account of bat species.

Hedgehogs

- The Promoter has proposed a range of avoidance, mitigation and compensation measures to ensure that the LHA and associated replacement car parking result in no significant adverse effects on the local hedgehog population. Measures proposed include the installation of a mammal tunnel to maintain safe passage for hedgehog, and funding to enhance the suitability of nearby habitat for hedgehogs.
- The Promoter is committed to working The Royal Parks and ZSL to agree the details of the mitigation package.