

EXHIBIT LIST

Reference No: HOL/10018

Petitioner: EUSTON STANDARD PACK

Published to Collaboration Area: Wednesday 31-Aug-2016

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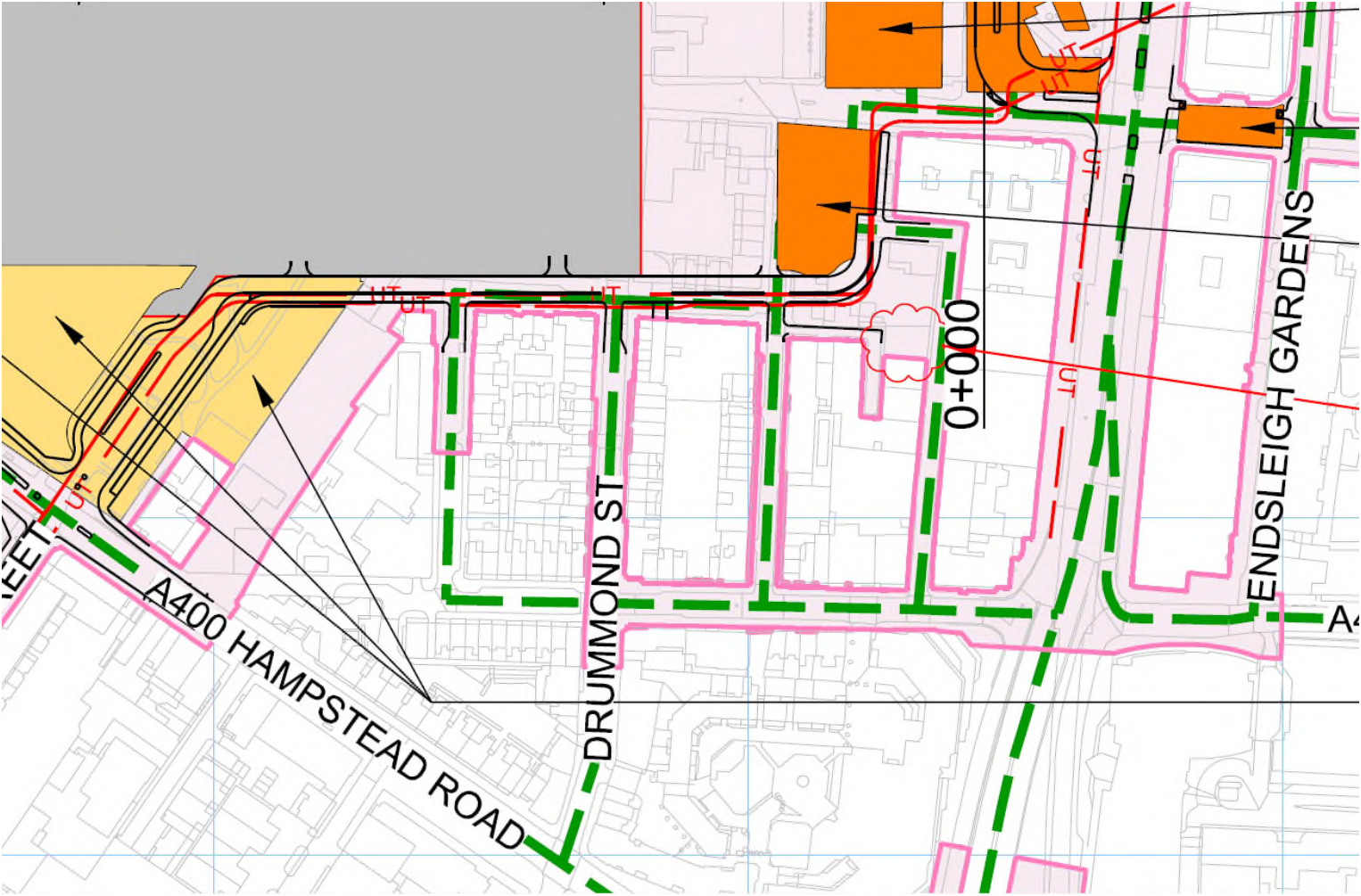
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Drummond Street, Stephenson Way & Cobourg Street

Drummond Street, Stephenson Way & Cobourg Street



Introduction

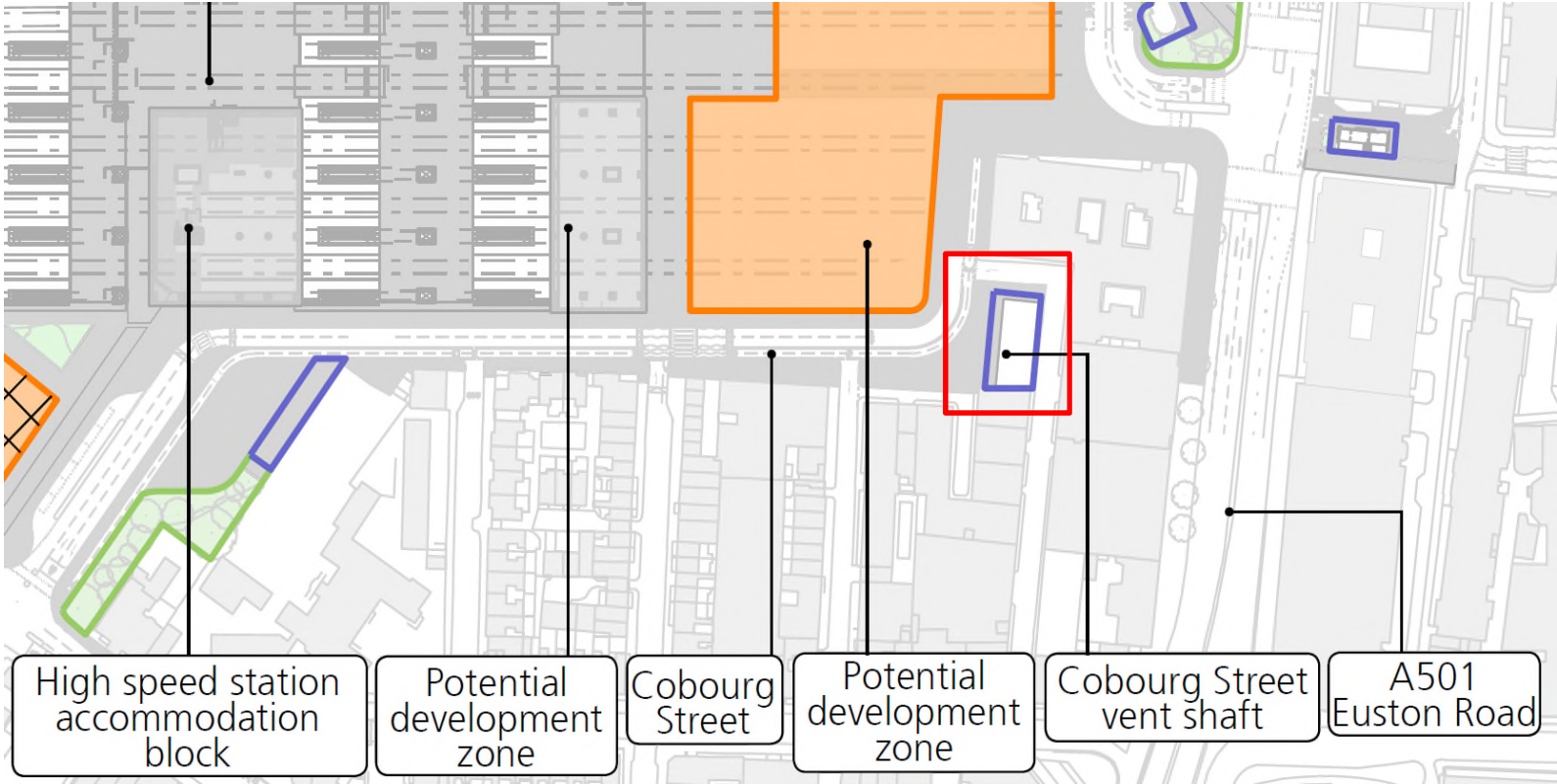
- It should be noted that exhibits are provided by topic (e.g. air quality, traffic and transport, construction compounds, noise and utilities) under the relevant headings of the 'Promoter's Exhibits: Documents'.
- The following slides provide some additional specific information for the area.

Cobourg Street LU Vent Shaft

- To be constructed Q2, 2018 – Q3, 2020
- A ventilation shaft serving the Euston underground station is to be rebuilt at the southern end of Cobourg Street. The new ventilation shaft building will replace two existing shafts serving London Underground (LU) and will also contain one of the LU firefighting / escape routes and a substation.
- A 20m high envelope has been provided for the structure in relation to street level. During detailed design, the exact size and appearance of the structure will be defined

Cobourg Street LU Vent Shaft

Location of Cobourg Street Vent Shaft



SES and AP3 ES Volume 2, CFA 1, 2015



Cobourg Street LU Vent Shaft

Design of the Vent Shaft

- Information Paper D1: Design Policy, sets out that:
“all visible elements of the built and landscaped environment are sympathetic to their context, environment and social setting”
- The detailed design of the vent shaft will be approved by LBC through the planning regime established under Schedule 17 to the Bill. This will ensure that although deemed planning permission for the Proposed Scheme is granted by Parliament, local planning authorities will be able to approve the detailed design thereby ensuring that the design of permanent structures fits into the local environment.
- The Promoter will engage with the public on key design elements, such as vent shafts (Information Paper D1: Design Policy).

Cobourg Street LU Vent Shaft

Vent Shaft Operation

- The nominated undertaker will design, construct, operate and maintain the stationary systems so that the rating level of the fixed installations in normal operation at the worst affected residential receptor, minus the background level, is not more than -5 dB, determined in accordance with BS4142:2014.
- Where it is not reasonably practicable to achieve this, the nominated undertaker will ensure that the rating level of the vent shaft at the worst affected residential receptor, minus the existing background level, is not more than +5 dB, determined in accordance with BS4142:2014.

Working Hours

Core Hours

- Core working hours will be from 08:00 to 18:00 on weekdays (excluding bank holidays) and from 08:00 to 13:00 on Saturdays.
- Guidance on the site specific variations to core hours and/or additional hours likely to be required will be included within the Local Environmental Management Plan (LEMP) following consultation with the relevant local authority.

Start Up and Close Down

- The nominated undertaker's contractors will require a period of up to one hour before and up to one hour after normal working hours for start-up and close down of activities.

Working Hours

Works Outside of Core Hours

- At Euston, part of the construction will take place on or immediately adjacent to the existing operational railway where safety considerations for the workforce and operation of trains mean that work has to be completed during possessions or blockades of the railway.
- Possessions and blockades close or limit the use of the railway for trains, so normally take place at night, weekends or over bank holidays, so that there is less disruption to services and passenger access/movements.

Working Hours

Compounds

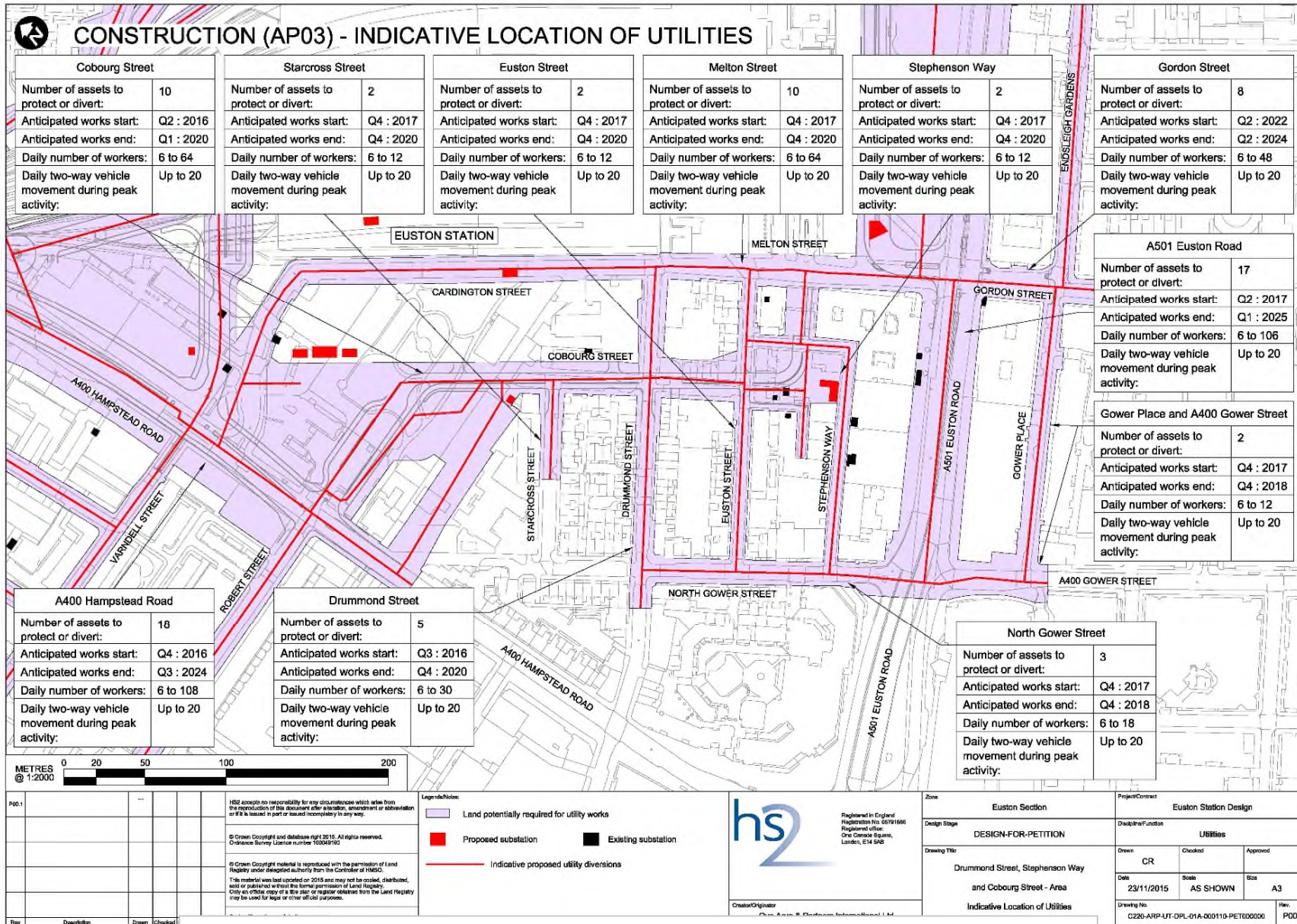
National Temperance Hospital

- The construction compound and associated offices will principally be used during core working hours but will be open 24 hours per day to support any working in the Euston area outside core working hours.

Cobourg Street Satellite Compound

- Occasional work outside of core hours for rail possession when construction activities are on or adjacent to the high speed railway.

Utility Works



The anticipated works start and end dates provide a window during which the diversions will take place

Pedestrian Access Arrangements

A pedestrian route across the front of the conventional station and High Speed station construction area and through to streets to the west of the station will be maintained throughout the construction period. The route will vary depending on the activity taking place at any particular stage of construction.

Cobourg Street

- Pedestrian access to properties on Cobourg Street will be maintained throughout construction Stage A.

Drummond Street, Starcross Street and Euston Street

- Following completion of Stage A, Drummond Street, Starcross Street, Euston Street and Stephenson Way will form a junction with Cobourg Street to the west of the new High Speed Station. During construction Stage A, temporary routes from Drummond Street to the conventional station will be maintained and vehicle access will be available.

Stephenson Way

- Pedestrian access to properties on Stephenson Way will be maintained during construction.

Vehicular Access Arrangements

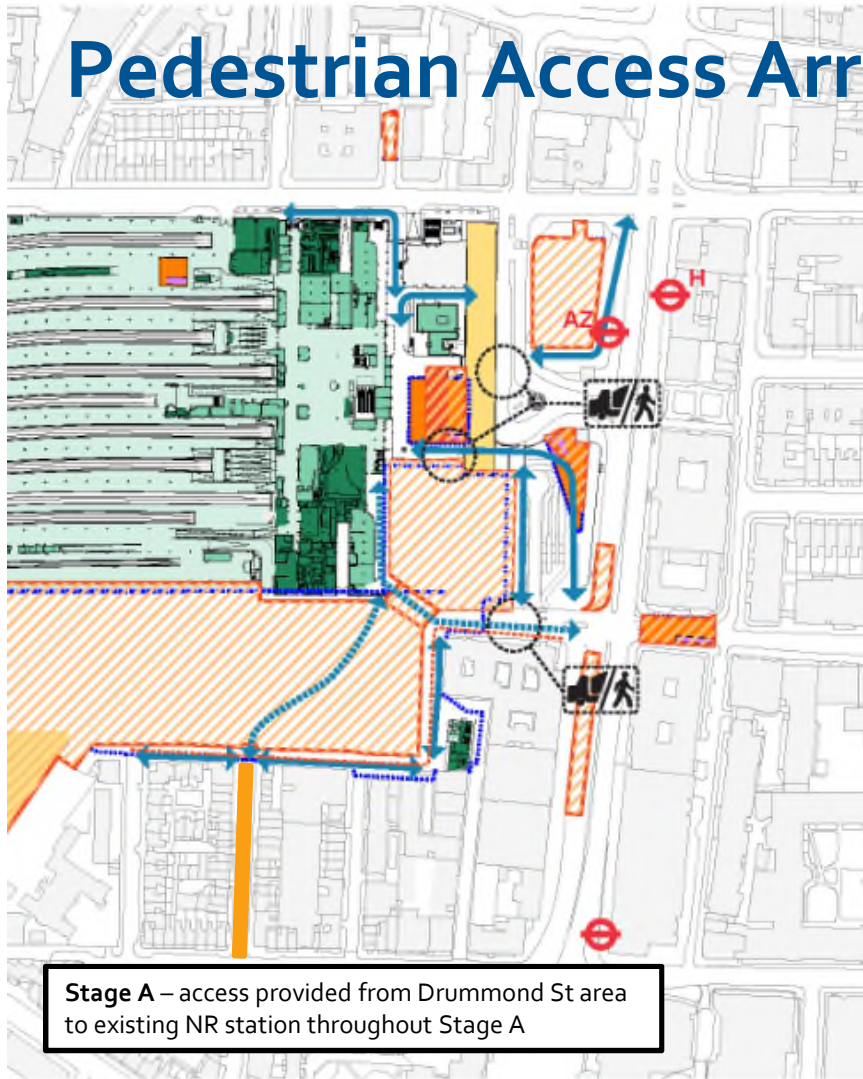
During the construction of Stage A, Starcross Street, Euston Street, Drummond Street and Stephenson Way will all become cul-de-sacs. Vehicle access and egress will be managed via North Gower Street from Hampstead Road and Euston Road.

Following completion of Stage A vehicle access to the new and extended Cobourg Street will be provided.

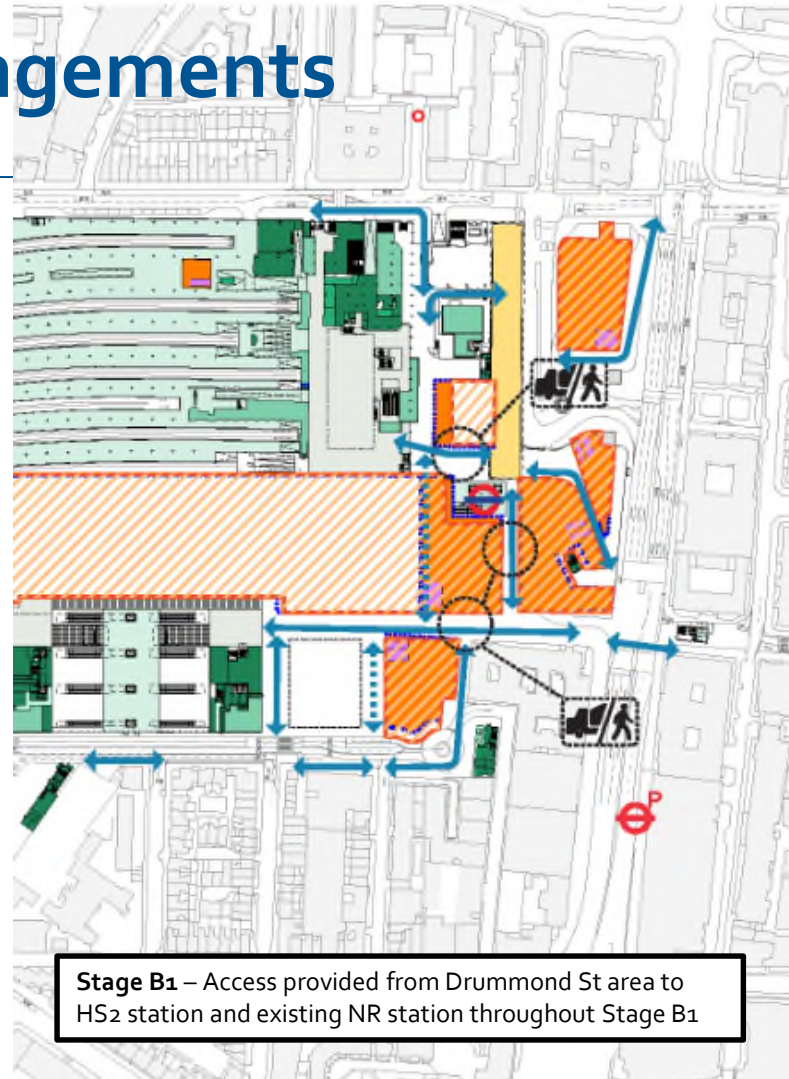
There could be periods of disruption as a result of utility works which may restrict vehicle access. A traffic management plan is to be developed with occupiers of these roads and LB Camden to maintain vehicle access during the construction period.

Cobourg Street will be closed to vehicle traffic during Stage A construction. A servicing and delivery management plan will be developed to provide links with Starcross Street, Drummond Street and Euston Street.

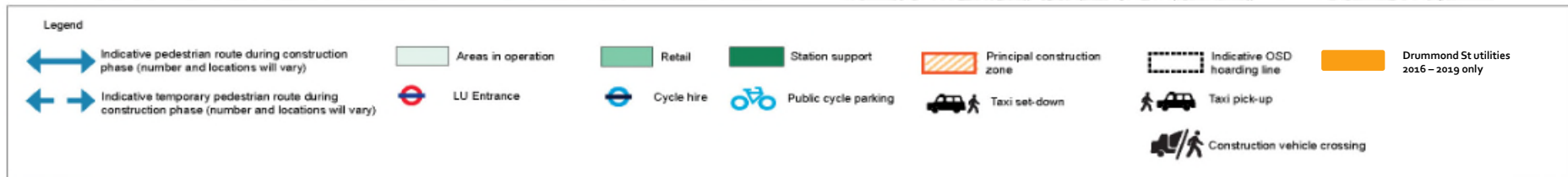
Pedestrian Access Arrangements



Stage A – access provided from Drummond St area to existing NR station throughout Stage A



Stage B1 – Access provided from Drummond St area to HS2 station and existing NR station throughout Stage B1



Loss of On-Street Parking

During construction Stage A the following temporary parking losses will occur in the area:

- 12 on-street residential permit holder parking bays will be temporarily lost on Starcross Street.
- one on-street residential permit holder parking bays and five pay and display bays will be temporarily lost on Drummond Street (between Cobourg Street and North Gower Street).
- Two pay and display bays and seven motorcycle bays will be temporarily lost on Euston Street.

Loss of On-Street Parking

Completion of construction will result in a permanent loss of parking in the area:

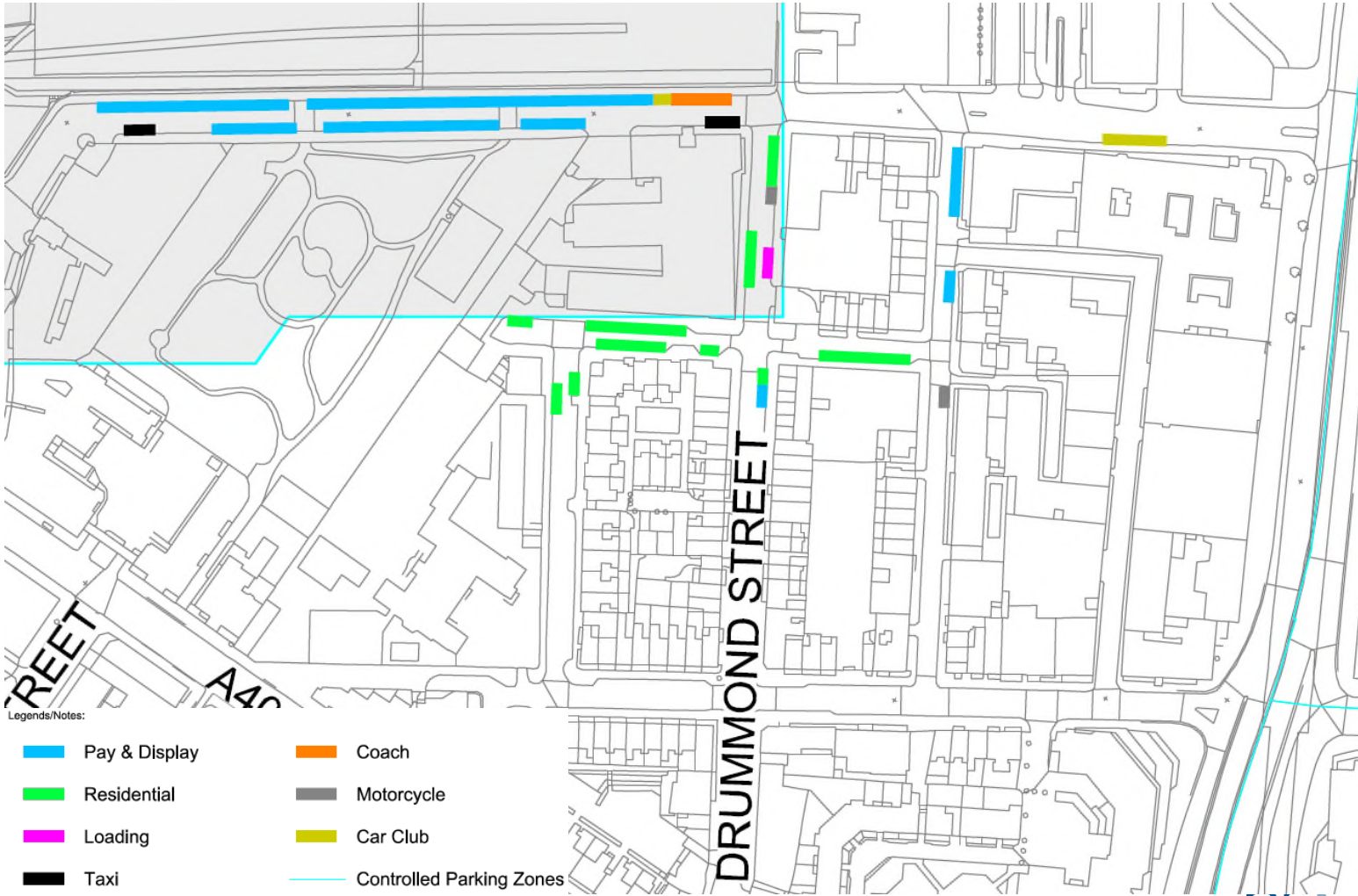
- seven on-street residential permit holder parking bays, seven motorcycle bays, one loading bay and one pay and display bay on Drummond Street (east of Cobourg Street);
- 19 on-street residential permit holder parking bays on Cobourg Street;
- Six pay and display bays and seven motorcycle parking bays on Euston Street;
- 45 pay and display bays, one car club bay, one coach bay, four taxi bays and two bus stands on Cardington Street;
- Two on-street residential permit holder parking bays on Starcross Street;
- Three car club bays on Melton Street.

Loss of On-Street Parking

Through development of the local Traffic Management Plan, HS2 will seek to minimise loss of parking. HS2 will work with the Council to reduce the impact of any losses including opportunism for alternative provision.

HS2 anticipates that the Council will identify its priorities in the use of available parking. This could involve the reallocation of parking spaces to priority uses such as, for example, disabled parking bays. HS2 will work with the Council to address those priorities.

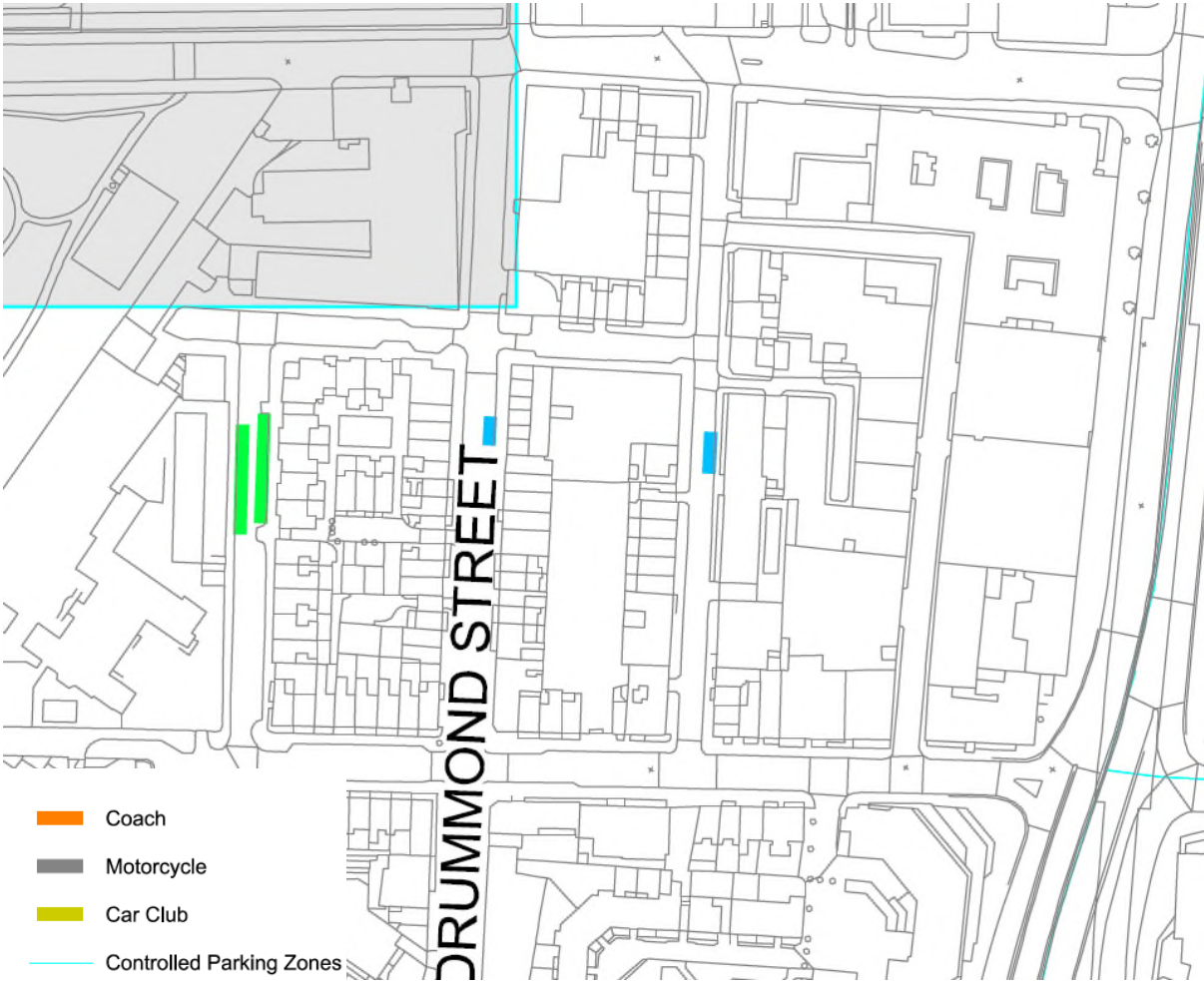
Permanent Parking Loss



Legends/Notes:

- Pay & Display
- Residential
- Loading
- Taxi
- Coach
- Motorcycle
- Car Club
- Controlled Parking Zones

Temporary Parking Loss at Construction (Stage A)



Legends/Notes:

- Pay & Display
- Residential
- Loading
- Taxi
- Coach
- Motorcycle
- Car Club
- Controlled Parking Zones

Taxi Sequencing

Following the closure of the underground taxi facility at Euston, alternative taxi facilities will be reprovided, altering in form throughout the construction period.

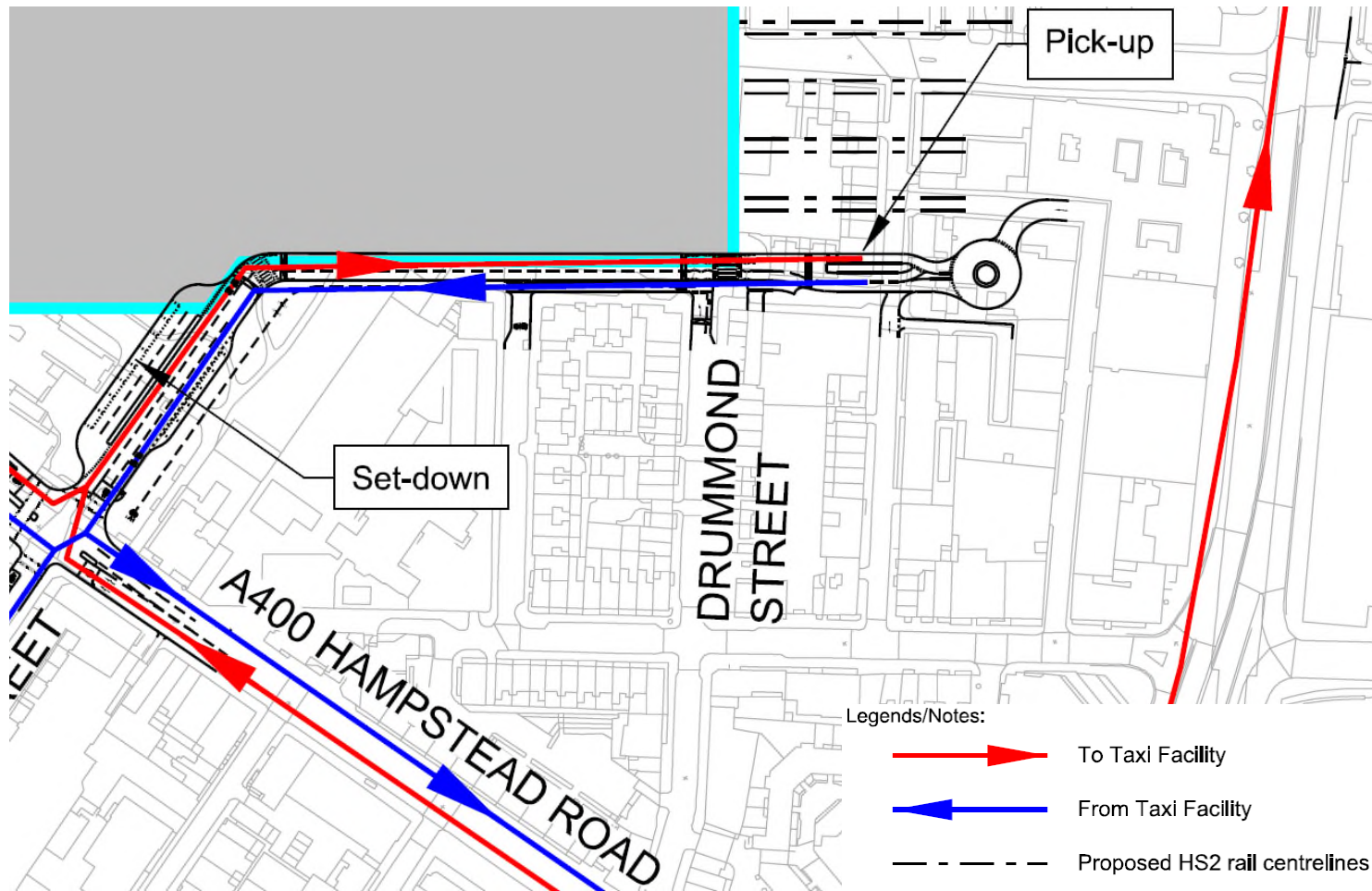
2018-2026

- Facilities in Euston Square Gardens, Gordon Street and Eversholt Street will be used.

2026-2033

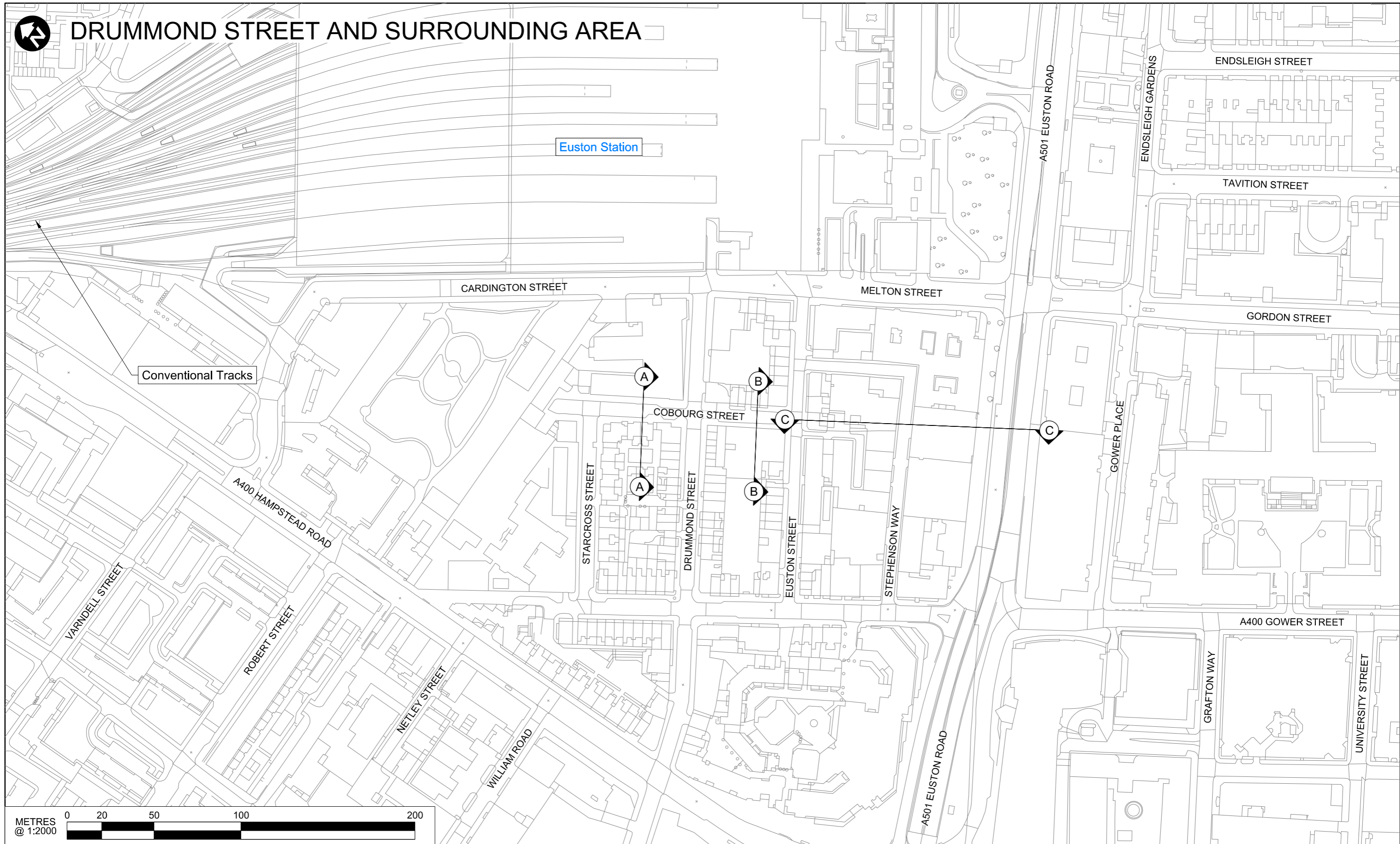
- A facility on Cobourg Street will be used on a temporary basis until being relocated north of the station in 2033.
- The design of the facility on Cobourg Street will be developed to reduce the impact on the surrounding area where practicable. This could include ensuring pedestrian crossing points correspond with existing routes and waiting taxis do not obscure lines of sight to local businesses.

Taxi Sequencing – Construction Stage B1





DRUMMOND STREET AND SURROUNDING AREA



Conventional Tracks

Euston Station



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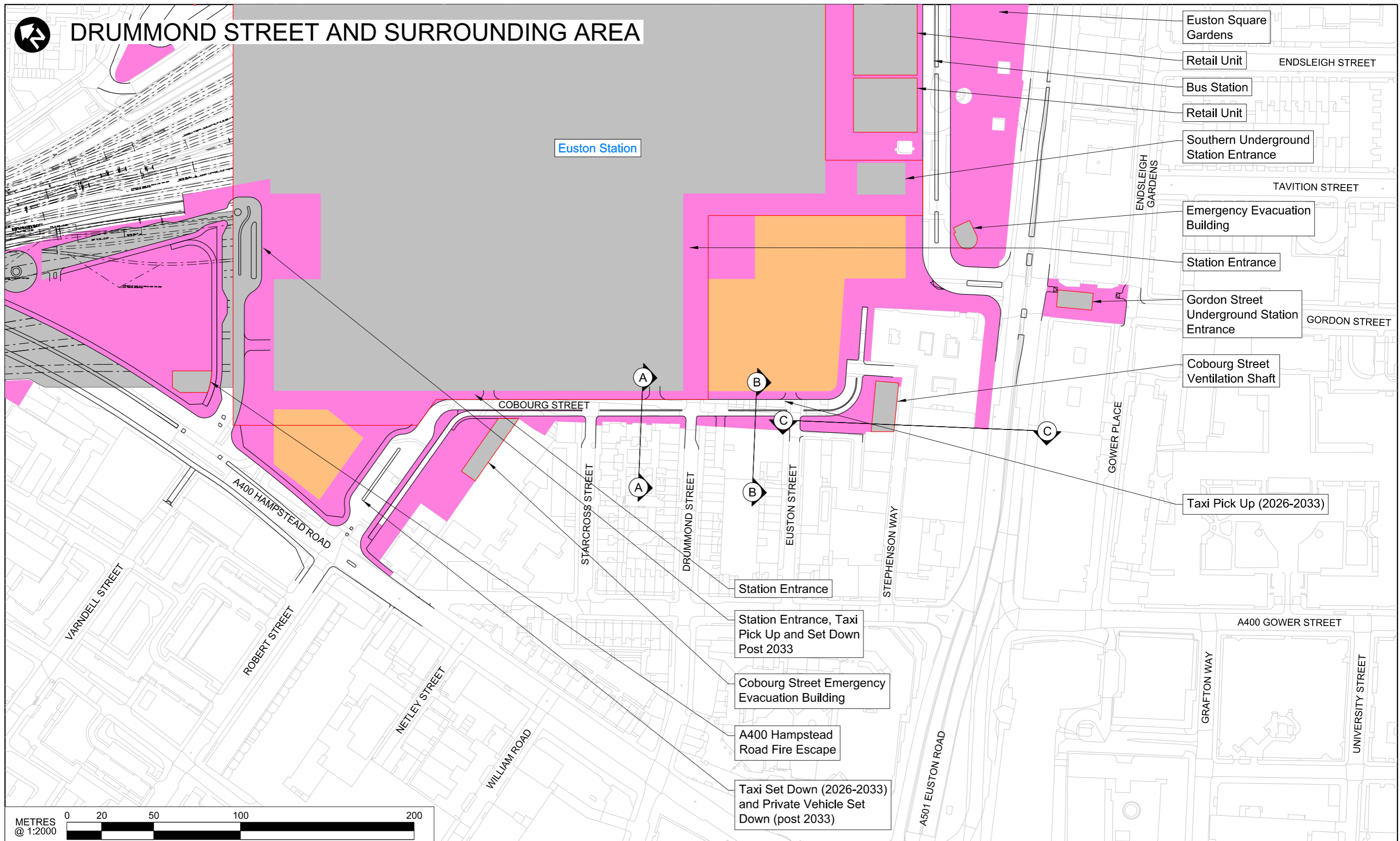
Creator/Originator
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Zone	Euston Section	
Design Stage	DESIGN-FOR-PETITION	
Drawing Title	Drummond Street Existing Plan	

Project/Contract	Euston Station Design	
Discipline/Function	Construction and Logistics	
Drawn	Checked	Approved
Date	Scale	Size
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Drawing No.	C220-ARP-CL-DPL-01A-100730-PET000000	Rev.
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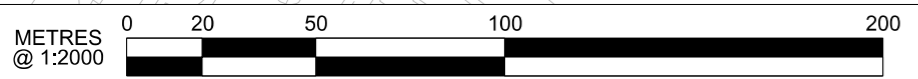


DRUMMOND STREET AND SURROUNDING AREA



- Euston Square Gardens
- Retail Unit
- Bus Station
- Retail Unit
- Southern Underground Station Entrance
- Emergency Evacuation Building
- Station Entrance
- Gordon Street Underground Station Entrance
- Cobourg Street Ventilation Shaft
- Taxi Pick Up (2026-2033)

- Station Entrance
- Station Entrance, Taxi Pick Up and Set Down Post 2033
- Cobourg Street Emergency Evacuation Building
- A400 Hampstead Road Fire Escape
- Taxi Set Down (2026-2033) and Private Vehicle Set Down (post 2033)



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Legends/Notes:

- Depot, station, headhouse or portal building
- Public Realm/ Replacement community facility
- Returned to suitable development use
- Tunnels external extent
- Rail Alignment

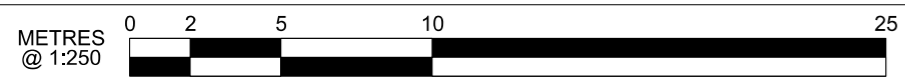
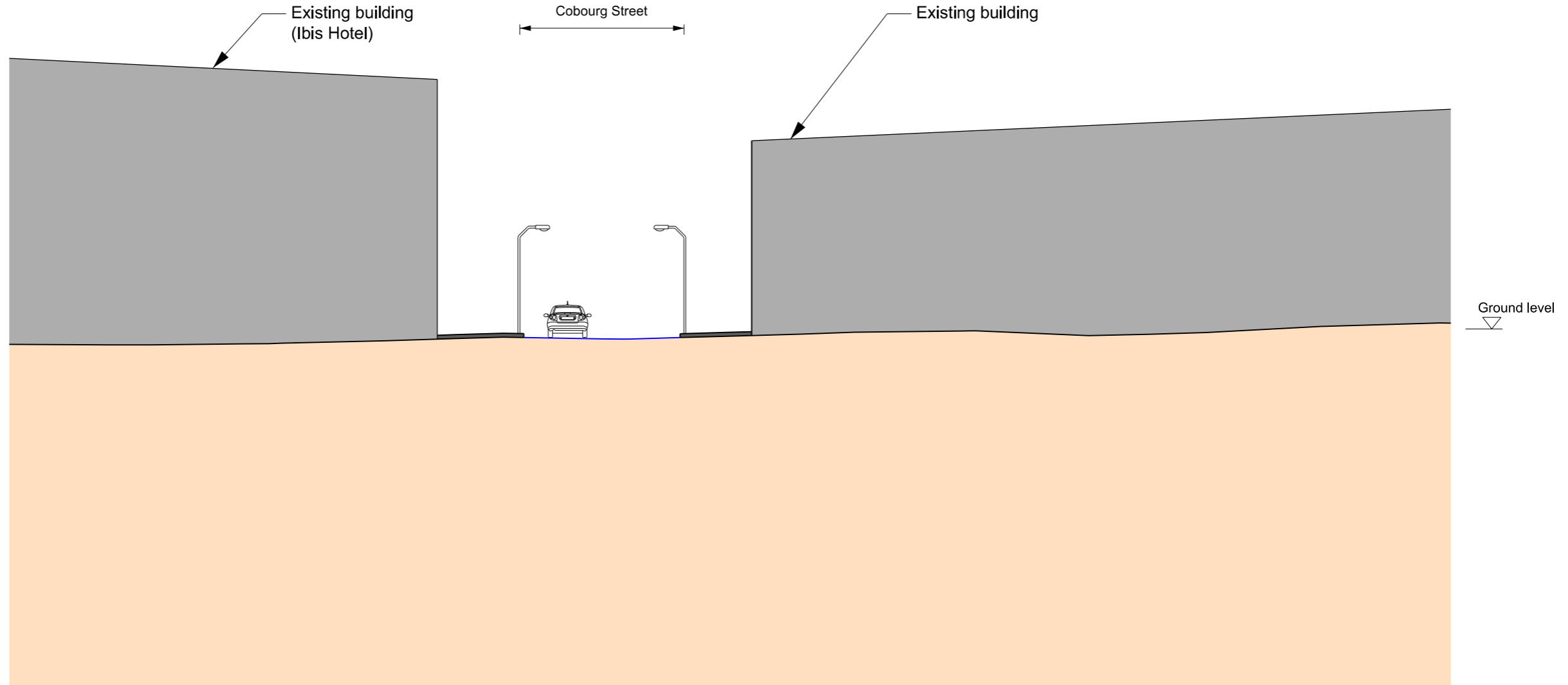


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Design Stage	DESIGN-FOR-PETITION		Discipline/Function	Construction and Logistics	
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	Date	Scale	Size		
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EXISTING SECTION A-A THROUGH COBOURG STREET NORTH OF DRUMMOND STREET



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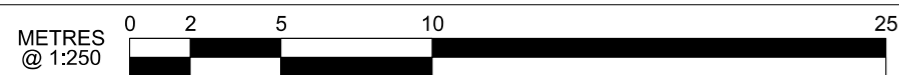
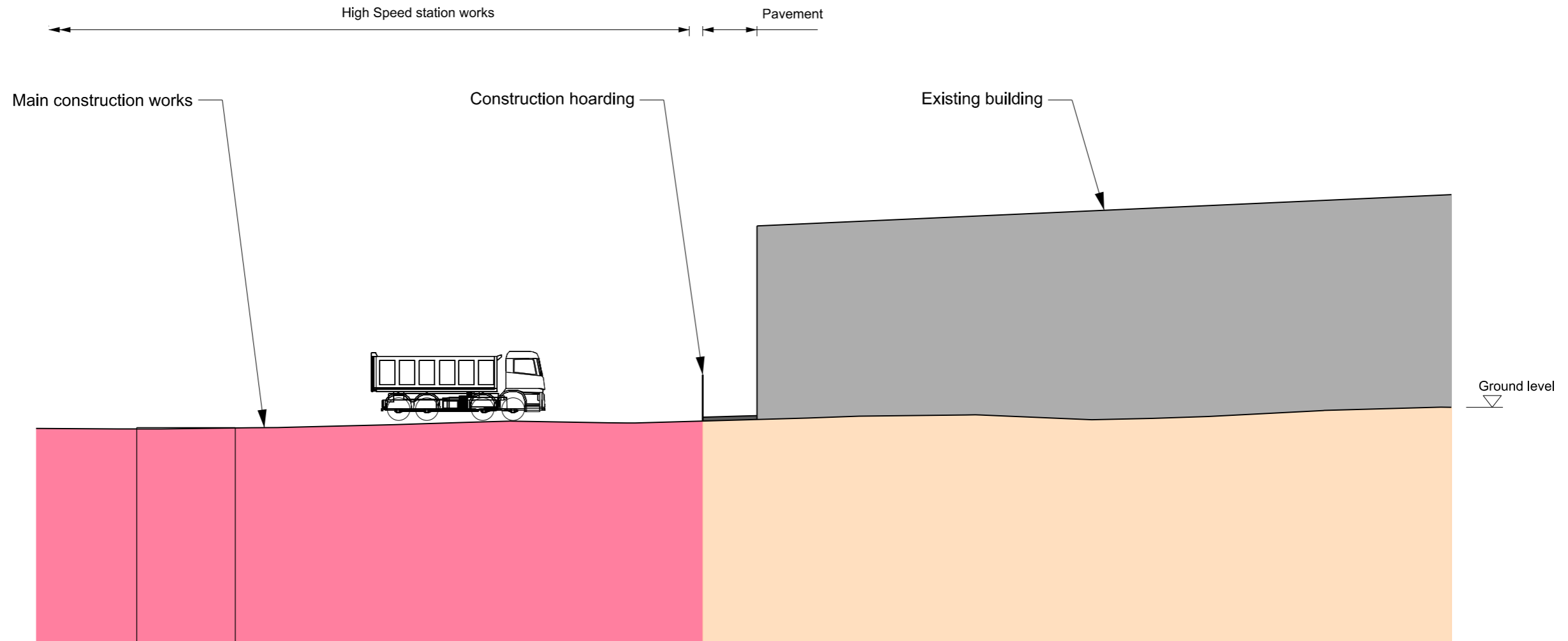
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Drawing Title	Existing Section A-A Through Cardington Street North of Drummond Street Drummond Street Area	

Project/Contract	Euston Station Design		
Discipline/Function	Construction and Logistics		
Drawn	Checked	Approved	
Date	Scale	Size	
19/11/2015	AS SHOWN	A3	
Drawing No.	Rev.		
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HOL/10018/0025

CONSTRUCTION SECTION A-A THROUGH COBOURG STREET NORTH OF DRUMMOND STREET



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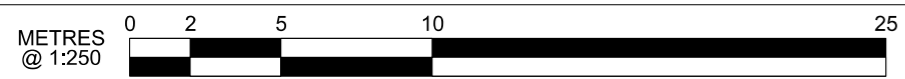
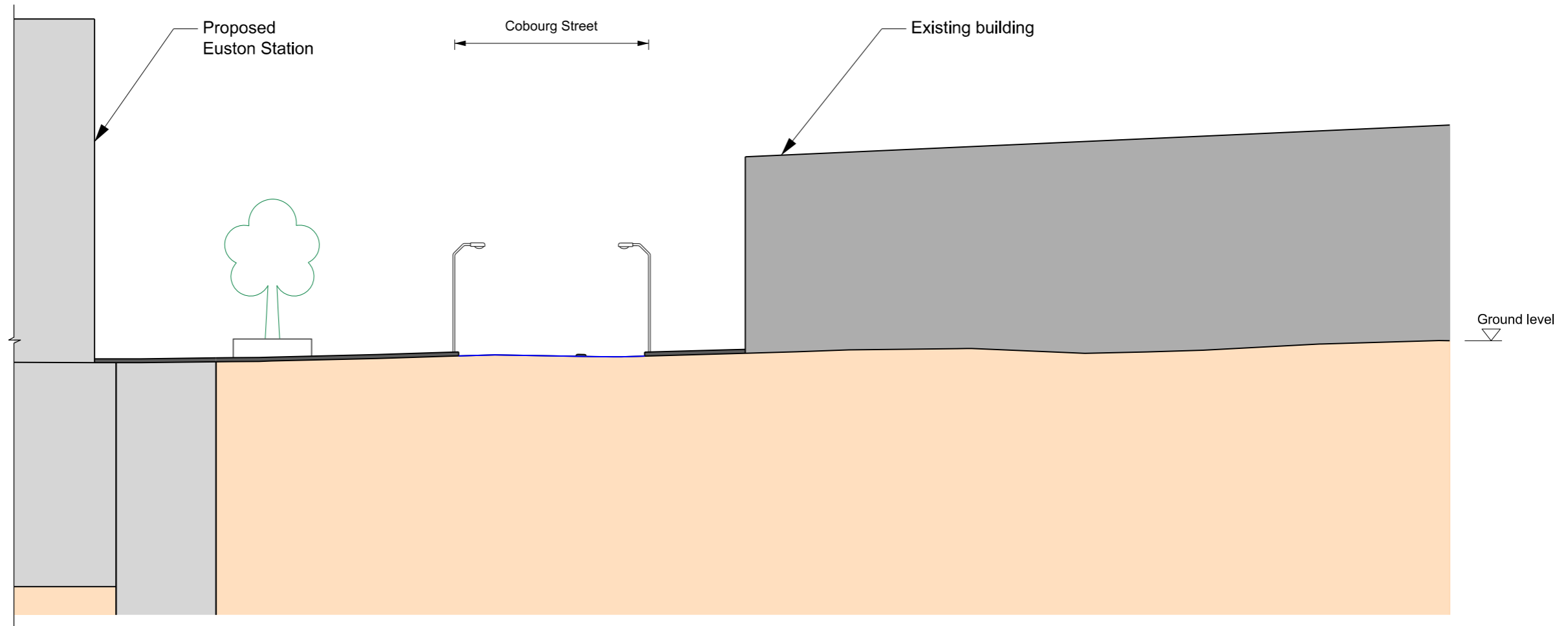
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Zone	Euston Section	
Design Stage	DESIGN-FOR-PETITION	
Drawing Title	Construction Section A-A Through Cobourg Street North of Drummon Street Drummond Street Area	

Project/Contract	Euston Station Design		
Discipline/Function	Construction and Logistics		
Drawn	Checked	Approved	
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OPERATION SECTION A-A THROUGH COBOURG STREET NORTH OF DRUMMOND STREET



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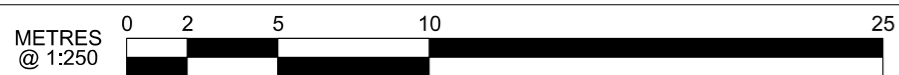
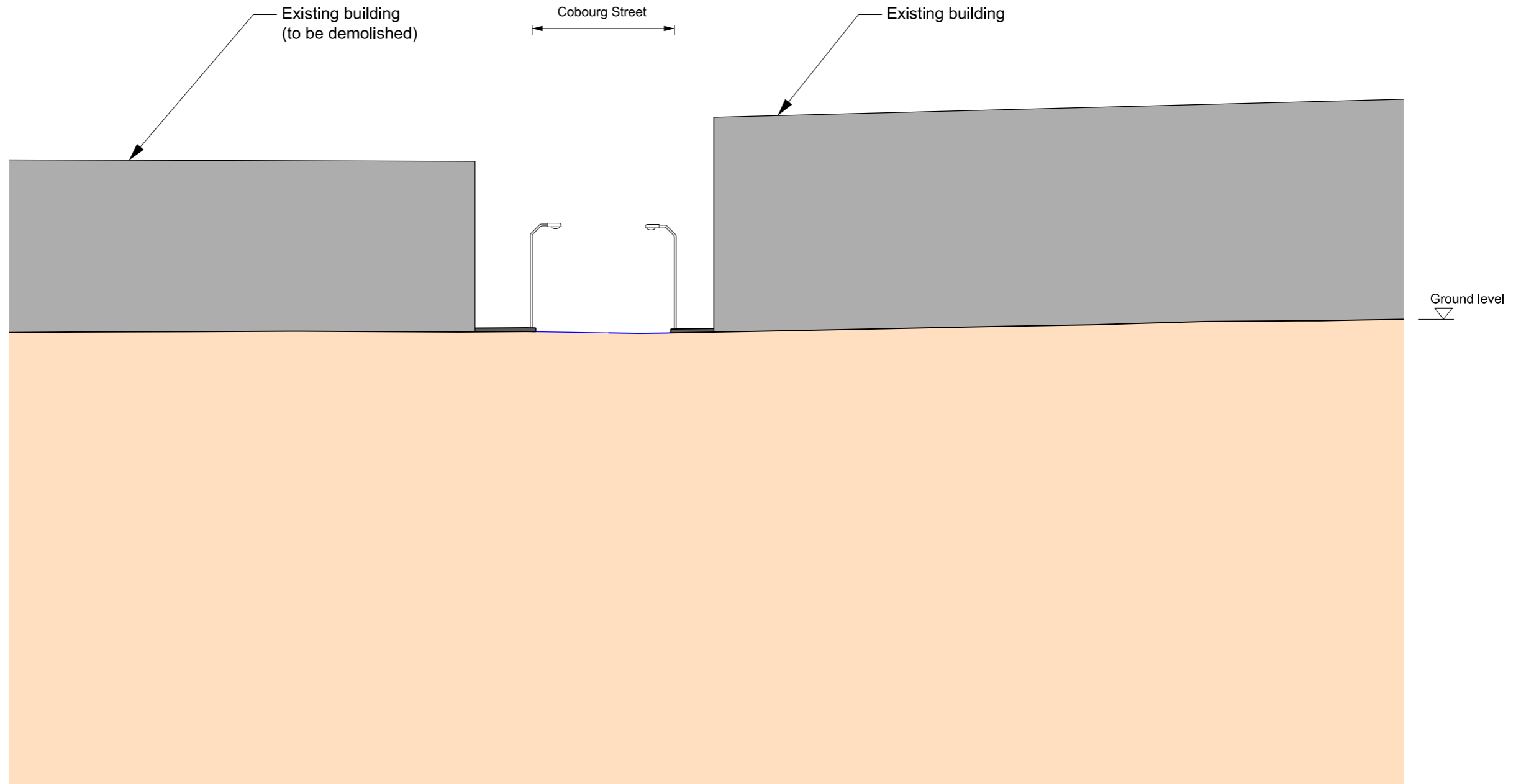
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Zone	Euston Section		Project/Contract	Euston Station Design	
Design Stage	DESIGN-FOR-PETITION		Discipline/Function	Construction and Logistics	
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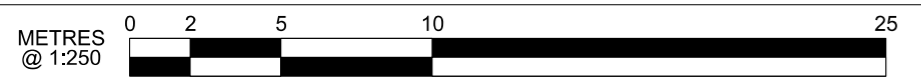
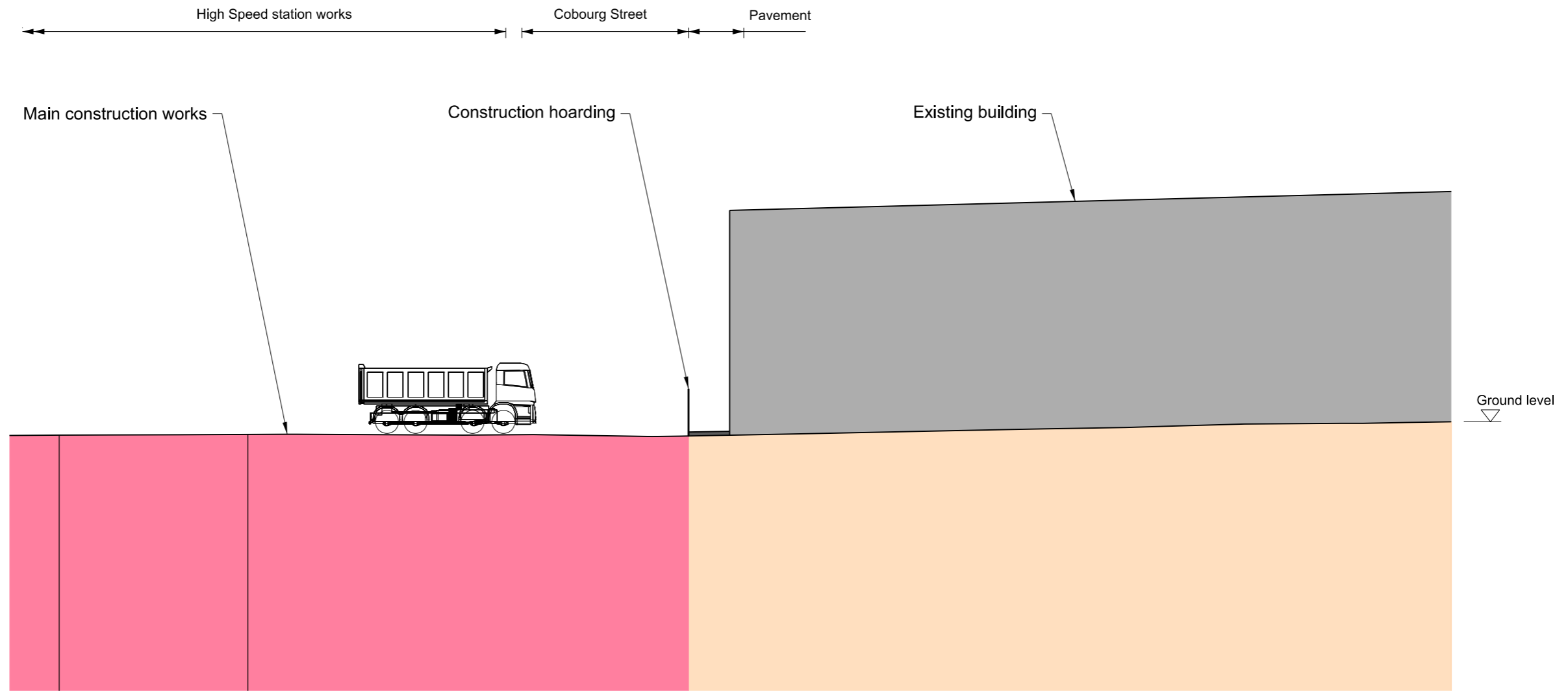
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Zone	Euston Section	
Design Stage	DESIGN-FOR-PETITION	
Drawing Title	Existing Section B-B Through Cobourg Street South of Drummond Street Drummond Street Area	

Project/Contract	Euston Station Design		
Discipline/Function	Construction and Logistics		
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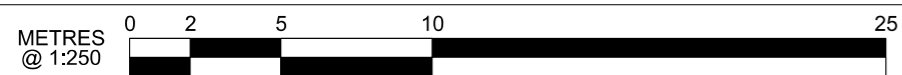
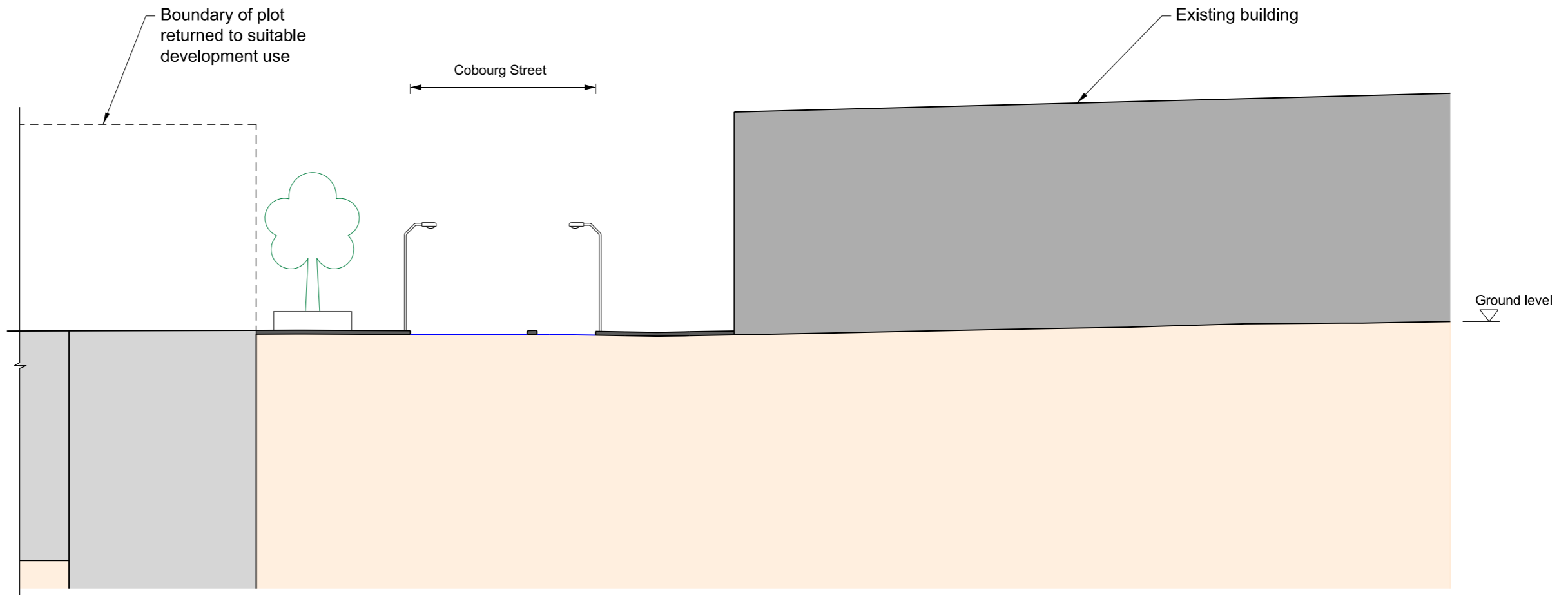
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Design Stage	DESIGN-FOR-PETITION		Discipline/Function	Construction and Logistics	
Drawing Title	Construction Section B-B Through Cobourg Street South of Drummon Street Drummond Street Area		Drawn	Checked	Approved
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Date	19/11/2015	Scale	AS SHOWN	Size	A3
Drawing No.	C220-ARP-CL-DSE-01A-100738-PET000000			Rev.	P00.1

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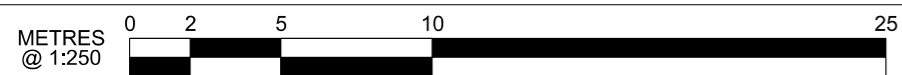
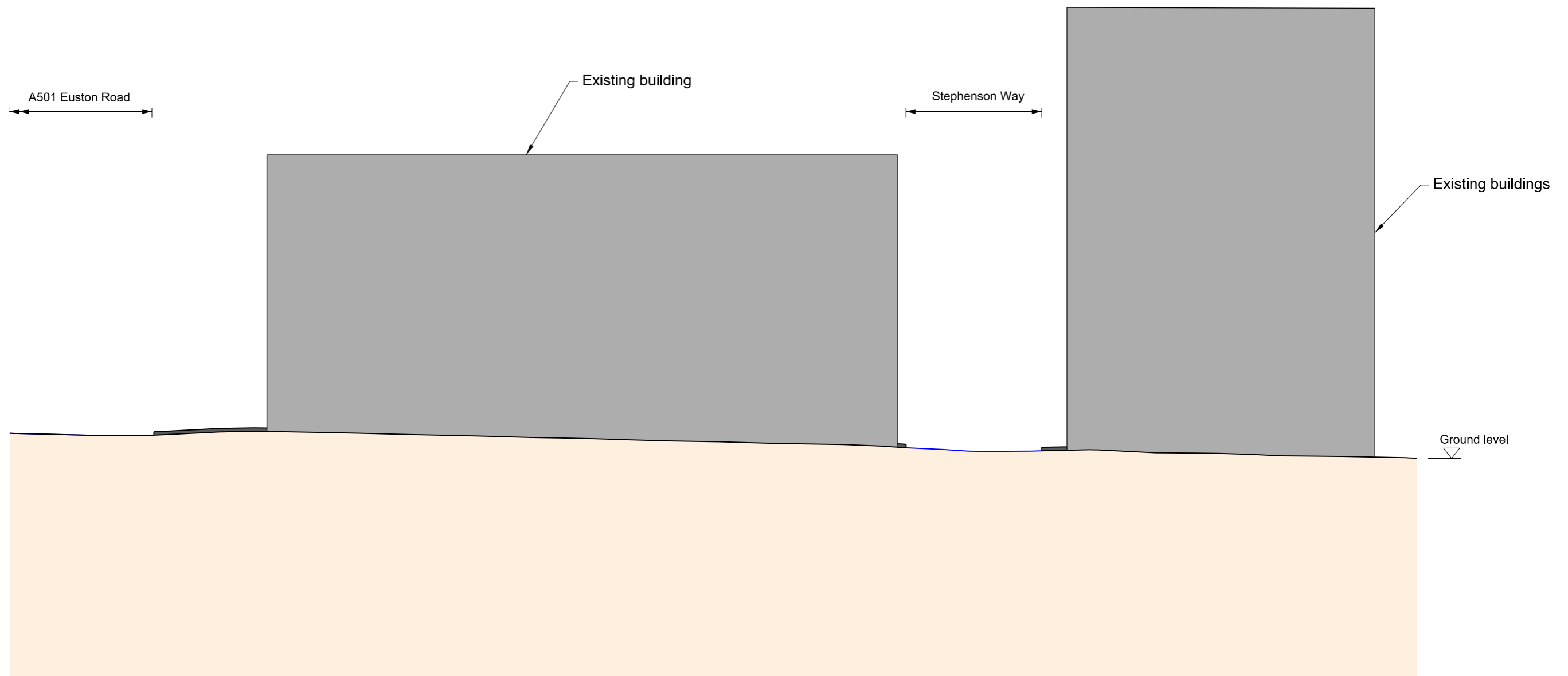
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Zone	Euston Section	
Design Stage	DESIGN-FOR-PETITION	
Drawing Title	Operation Section B-B Through Cobourg Street South of Drummond Street Drummond Street Area	

Project/Contract	Euston Station Design		
Discipline/Function	Construction and Logistics		
Drawn	MM	Checked	Approved
Date	19/11/2015	Scale	AS SHOWN
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Drawing No.	C220-ARP-CL-DSE-01A-100735-PET000000	Rev.	P00.1

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EXISTING SECTION C-C ALONG COBOURG STREET



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Legends/Notes:



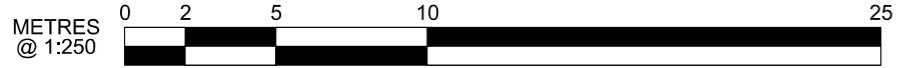
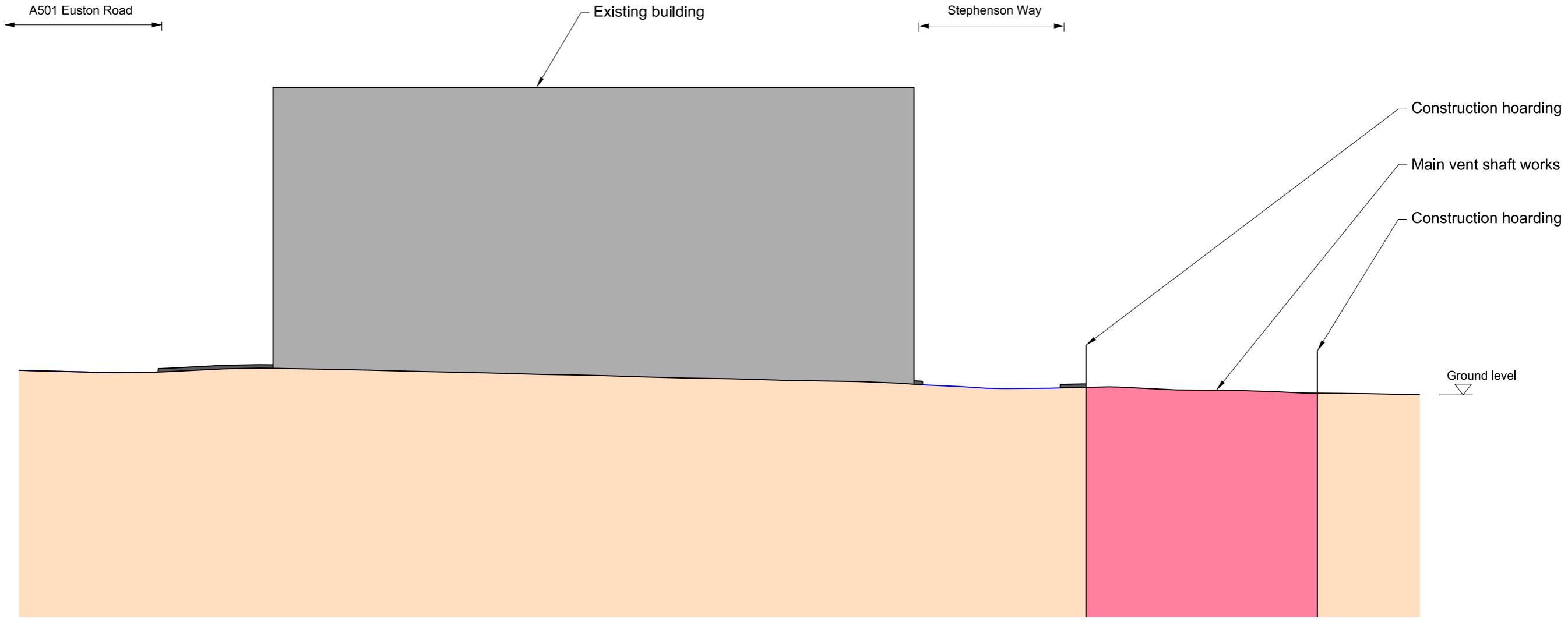
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Ove Arup & Partners International Ltd

Zone	Euston Section
Design Stage	DESIGN-FOR-PETITION
Drawing Title	Existing Section C-C Section Along Cobourg Street Drummond Street Area

Project/Contract	Euston Station Design		
Discipline/Function	Construction and Logistics		
Drawn	Checked	Approved	
Date	Scale	Size	
19/11/2015	AS SHOWN	A3	
Drawing No.	Rev.		
C220-ARP-CL-DSE-01A-100733-PET000000	P00.1		

CONSTRUCTION SECTION C-C ALONG COBOURG STREET



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Zone	Euston Section	
Design Stage	DESIGN-FOR-PETITION	
Drawing Title	Construction Section C-C Section Along Cobourg Street Drummond Street Area	

Project/Contract			Euston Station Design		
Discipline/Function			Construction and Logistics		
Drawn	Checked	Approved			
Date	Scale	Size			
19/11/2015	AS SHOWN	A3			
Drawing No.		Rev.			
C220-ARP-CL-DSE-01A-100729-PET000000		P00.1			

