

HS2 Context Report

Prepared For London Borough of Camden

October 2017

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Preface

Purpose

This Planning Context Report provides an overview of HS2 works that will take place within the London Borough of Camden and a programme for making requests for approval under Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017 (“the HS2 Act”).

The report has been prepared in fulfilment of the requirements of paragraph 16 (1) (a) of Schedule 17 to the Act, which states:

A planning authority need not consider a request for approval under Part 1 [of Schedule 17 to the Act] unless:

a) the nominated undertaker has deposited with the authority a document setting out its proposed programme with respect to the making of requests under that Part to the authority,

This document accordingly sets out the proposed programme for making requests under Schedule 17 to the HS2 Act. This document also meets the requirement of paragraph 9.2 of the High Speed Rail (London – West Midlands) Planning Memorandum (the “Planning Memorandum”), which states that the ‘...report is to include an indication of the location of the scheduled and non-scheduled works to which requests for approval are expected to relate.’

Status

This document is deposited for information only. It does not require the approval of the planning authority.

Structure

This document contains five sections:

Section 1: Introduction to HS2

Describes in outline the HS2 project, summarises the planning regime and outlines obligations with respect to mitigation of environmental impacts.

Section 2: HS2 in the London Borough of Camden

Outlines the proposals within the Borough, and describes the permanent, preparatory and temporary works.

Section 3: Landscape and Restoration

Outlines landscape and restoration works proposed after construction.

Section 4: Programme for Requests for Approval under Schedule 17

Sets out the programme for submission of requests for approval.

Section 5: Planning Context Report Plans – Construction and Operation

Illustrates the location of permanent and temporary works in the Borough.

Other Relevant Documents

To understand the full background to the HS2 proposals and to the planning regime under which requests for approval are to be made, reference should be made to the following documents:

- The HS2 Act;
- The HS2 Environmental Statement ; and
- The High Speed Rail (London – West Midlands) Environmental Minimum Requirements (“the EMRs”).

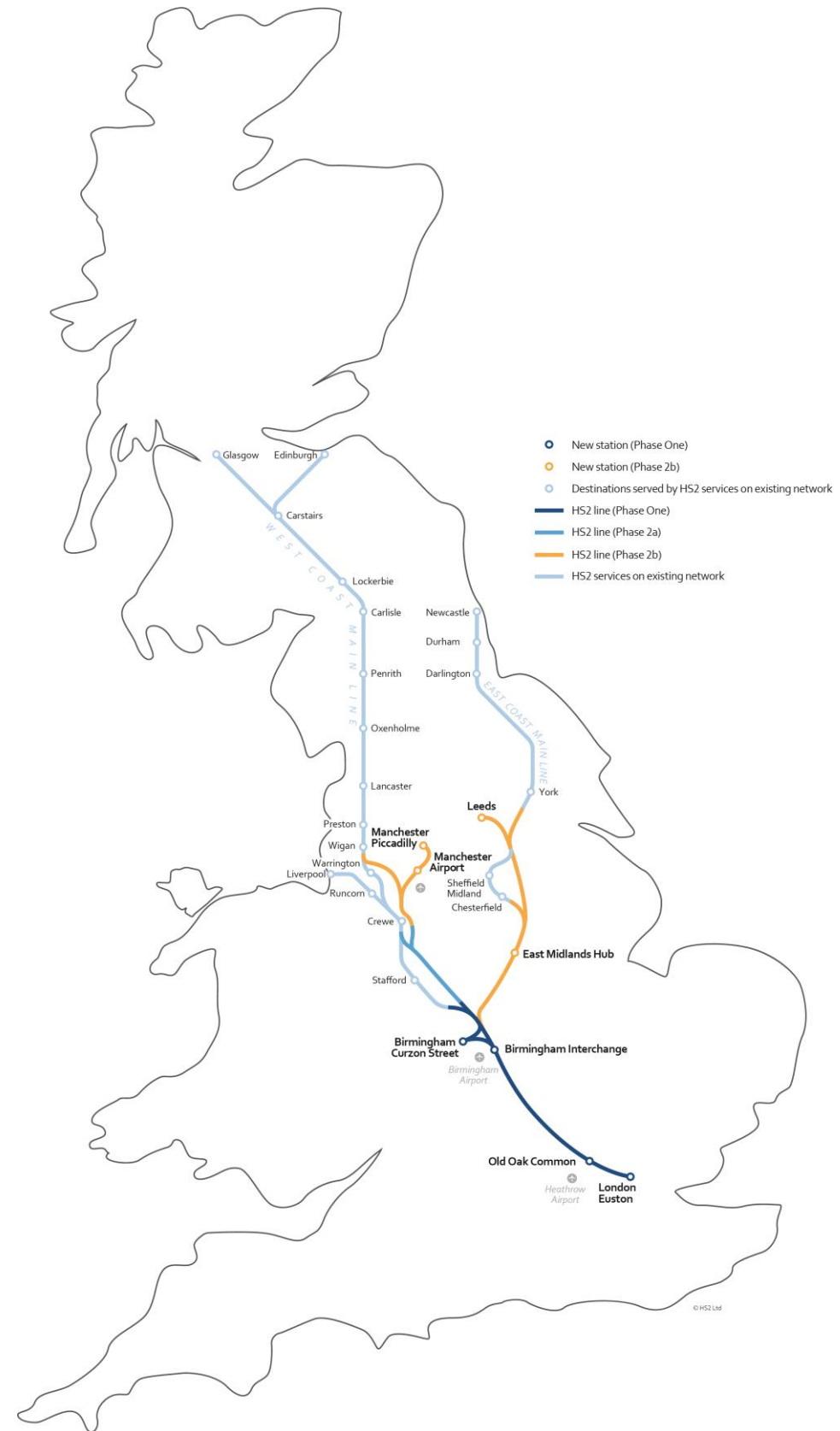
Annex 1 signposts these and other relevant documents.

1 Introduction to HS2

The HS2 Project

- 1.1 HS2 is the Government’s proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2 On 23rd February 2017 Royal Assent was granted for Phase One of HS2, which comprises of a new high speed railway between London and the West Midlands with stations at London Euston, Old Oak Common, Birmingham Interchange, and Birmingham Curzon Street. Figure 1 illustrates the Phase One route between London – West Midlands and Phase Two proposals.

Figure 1: HS2 route map



Control of Environmental Impacts

- 1.3 The environmental impacts of the construction, maintenance and operation of HS2 will be controlled in three ways:
- Controls within the HS2 Act such as approvals for designs and construction arrangements;
 - Policies, commitments and undertakings entered into outside of the Act, including the EMRs; and
 - Existing legislation, unless expressly or impliedly dis-applied or modified by the Act.
- 1.4 These controls are summarised below.

Environmental Statement

- 1.5 The HS2 Phase One Environmental Statement (ES) was published in November 2013. It has been supplemented by a number of additional volumes as further information has become available, and in light of proposed changes to the project¹.
- 1.6 The ES identifies the likely significant effects that will arise from the construction and operation of HS2 and identifies the range of mitigation measures that could be used to reduce or eliminate these effects. The assessment is based on a number of assumptions about design and construction practices.
- 1.7 As the project is taken forward to detailed design and construction there may be changes to assumed construction methods and design, subject to the requirements of the Act, the EMRs, and any approvals required from consent granting bodies, and in response to the requirements of any relevant Undertakings or Assurances.

Controls in the Act

The Planning Regime

- 1.8 Section 20 to the HS2 Act grants deemed planning permission under Part 3 of the Town and Country Planning Act 1990 ("the TCPA") for the works authorised by the HS2 Act. This permission is subject to the requirement that certain approvals need to be obtained from the relevant planning authorities under the planning regime established by Schedule 17 to the Act. The conditions in Schedule 17 are enforceable by the planning authority in accordance with the TCPA.
- 1.9 The principal works authorised by the HS2 Act are described in Schedule 1 (the "scheduled works"). The descriptions in Schedule 1 to the HS2 Act set out the type of work and their location, for example:
- Work No.1/1 – A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Coburg Street, Mornington Street,

Granby terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common and a Crossover Box at Victoria Road.

- 1.10 The scheduled works must be constructed in the locations and to the levels relevant to each scheduled work shown on the deposited plans and sections (the 'Limits of Deviation'). The scheduled works may deviate vertically downwards from the levels shown to any extent, and may deviate upwards up to 3 metres subject to the upper limits defined for certain works such as stations, depots or shafts.
- 1.11 Section 2 to the HS2 Act authorises, within the Act limits, the construction and maintenance of a wide range of other development for the purposes of or in connection with the scheduled works, or otherwise for Phase One purposes. Section 2 also authorises, within the Act limits, the carrying out and maintenance of landscaping and other works to mitigate adverse effects of the construction, maintenance or operation of the works and to carry out and maintain works for the benefit or protection of land affected by the works.
- 1.13 Such ancillary works may be constructed within Act limits as defined on the deposited plans. The HS2 Act only grants deemed planning permission for the construction of works which are not scheduled works if they are with the scope of the ES that accompanies the HS2 Act.
- 1.14 Schedule 2 to the Act authorises further works, including surveys and investigation of land, support of buildings, works to trees, discharge of water, and temporary works to certain waterways.
- 1.15 Schedule 17 to the Act defines the detailed planning regime which will apply to the planning authority affected by works to construct and operate HS2.
- 1.16 The planning regime under Schedule 17 is different to that of the TCPA. It differs from the TCPA process in how it defines the matters that require approval and the grounds that the planning authorities can have regard to in determining requests for approval. The grounds for the imposition of conditions and/or the refusal of Schedule 17 submissions are limited in comparison to the TCPA process. This is because the works already have deemed planning permission through the Act and there are other complementary controls imposed through the HS2 Act and EMRs.
- 1.17 Schedule 17 requires the nominated undertaker to submit the following details to planning authorities, for approval or agreement:
- Plans and specifications of certain works;
 - Matters ancillary to development ("construction arrangements");
 - Road Transport (lorry routes);
 - Bringing into use; and
 - Site restoration schemes.
- 1.18 Planning authorities who have given the Secretary of State undertakings, as set out in the Planning Memorandum, with respect to the handling of planning matters under Schedule 17, have become 'qualifying authorities'. The main provisions of the Planning Memorandum are summarised in Section 1.51 below.
- 1.19 The Borough has become a qualifying authority.

¹ An Environment Statement has been published with the Additional Provision tabled by the Promoter in September 2014. In addition, Supplementary Environmental Statements and Additional Provision Environmental Statements were published and tabled by the Promoter in July 2015, September 2015, October 2015 and December 2015.

- 1.20 In relation to qualifying authorities, the operations or works for which plans and specifications will be submitted for approval are identified in Table 1.

Table 1: Operations or works requiring approval of plans and specifications

PLANS AND SPECIFICATIONS	
BUILDING WORKS (paragraph 2 of Schedule 17)	The erection, construction or alteration of any building, other than a temporary building.
OTHER CONSTRUCTION WORKS (paragraph 3 of Schedule 17)	Road vehicle parks; Earthworks; Sight, noise or dust screens; Transformers, telecommunication masts or pedestrian accesses to railway lines; Fences or walls, and Lighting equipment.
WASTE AND SPOIL DISPOSAL AND EXCAVATION (Paragraph 7 of Schedule 17)	Disposal of waste or spoil. Excavations of bulk materials from borrow pits.

- 1.21 In relation to qualifying authorities, development must be carried out in accordance with matters ancillary to development (construction arrangements) approved by the relevant planning authority (paragraph 4 of Schedule 17).
- 1.22 Schedule 17 enables the Secretary of State to make a class approval for construction arrangements, except in relation to construction camps (paragraph 5 of Schedule 17). A class approval was made by the Secretary of State on 24th March 2017, following consultation with the planning authorities affected, for the following generic construction arrangement matters: handling of re-usable spoil and topsoil; storage sites; site screening; artificial lighting; suppression of dust; road mud control measures. The approval of construction camps is not included in the class approval.
- 1.23 Where lorry movements exceed 24 to/from a construction site, the lorry route must be approved (paragraph 6 of Schedule 17) by the relevant qualifying authority.
- 1.24 The relevant qualifying authority approves a bringing into use request for approval (paragraph 9 of Schedule 17), for most scheduled works, apart from any which are below ground, and maintenance depots. The purpose of bringing into use requests is to ensure that appropriate mitigation has been incorporated, and no such work can be brought into use without such approval.
- 1.25 A site restoration scheme will be submitted for agreement with the relevant planning authority in accordance with paragraph 12 of Schedule 17.
- 1.26 The planning authority must have regard to statutory guidance issued by the Secretary of State in accordance with paragraph 26 of Schedule 17 to the HS2 Act.

Other Consents in the Act

- 1.27 In addition to the planning regime described above, Schedules 4 and 33 to the HS2 Act contain provisions setting out the protections to be provided for various bodies with statutory responsibilities likely to be affected by the works.

Schedule 4 – Accesses to highways affecting traffic

- 1.28 To control the impact of constructing new or altering existing accesses onto the local road network, local highway authorities have an approval role. For the opening of an access onto, or the alteration of, a road at a place shown on the deposited plans the works must be carried out in accordance with plans and specifications approved by the highway authority. In addition the local highway authority may require the access to be moved elsewhere within the Act limits where that is reasonably capable of being done. If an access is required at a location other than that shown on the deposited plans, the consent of the highway authority is required, subject to its approval of plans and specifications.

Schedule 4 – Stopping up, diversion and interference with the highway

- 1.29 During construction the temporary closure, diversion or interference with highways will be required. In order to address local impacts the Act provides for highway authority input. Where a highway is specified within the Act, the nominated undertaker must consult the highway authority about the exercising of the powers before doing so. Where the powers are to be exercised in relation to a highway not specified within the Act the nominated undertaker must obtain the consent of the highway authority.

Schedule 33 – Highways

- 1.30 Part 1 of Schedule 33 requires the nominated undertaker in exercising the powers in the Act in relation to highways to have regard to the potential disruption of traffic and to seek to minimise such disruption so far as reasonably practicable, and gives highway authorities rights of approval over various matters concerning details of the works affecting highways.
- 1.31 Additional controls are contained in Schedule 4. Where the nominated undertaker constructs a new or alters an existing highway, the construction or alteration must be completed to the reasonable satisfaction of the highway authority, who shall certify that fact in writing to the nominated undertaker.
- 1.32 Where the nominated undertaker constructs or realigns a highway that is constituted or comprises a carriageway, it must be carried out in accordance with plans, sections and specifications approved by the highway authority.

Schedule 33 – Water

- 1.33 The construction of HS2 will have impacts on inland waterways and land drainage, flood defences, water resources and fisheries. In order to address these impacts the Act includes a range of controls for the relevant authorities.
- 1.34 The impacts on inland waterways are addressed in Part 4 of Schedule 33, this gives the Canal and River Trust the power to approve plans and specifications for works affecting waterways for which it is responsible.
- 1.35 Part 5 of Schedule 33 states that before beginning to construct any "specified work" (in the main, those affecting drainage, flood storage and flood defence, the flow or purity of water and conservation of water resources), the nominated undertaker will submit plans, including method statements, for the works to the Environment Agency or local drainage authorities (i.e. lead local flood authorities, or internal drainage boards) for approval. Works will be constructed in accordance with the approved plans.

- 1.36 The Environment Agency or local drainage authorities may, amongst other matters, make conditions requiring the nominated undertaker at its own expense to construct such protective works as are reasonably necessary to safeguard any drainage work against damage or to ensure its efficiency for flood defence purposes is not impaired during the construction of the specified works.
- 1.37 These provisions have effect instead of the normal consenting regime which would apply, for example, under the Land and Drainage Act 1991, or the Environmental Permitting Regulations 2010.

Schedule 33 - Other Controls

- 1.38 Schedule 33 – Protective provisions also include the requirement for consultations and agreements from statutory utilities undertakers.

Schedule 18 – Listed Buildings

- 1.39 The HS2 Act disapplies the normal controls requiring conservation area consent and listed building consent under the Planning (Listed Building and Conservation Areas) Act 1990, for the demolition, alteration or extension of listed buildings and unlisted buildings. The disapplication applies to the extent specified in Schedule 18 to the Act.
- 1.40 In recognition of the removal of the requirement for listed building consent, heritage agreements have been entered into between the nominated undertaker, Historic England and relevant local authorities. These agreements require approvals to detailed method statements in relation to the works subject to the disapplication of the normal listed building controls.

Environmental Minimum Requirements

- 1.41 There are a variety of control mechanisms and mitigation strategies outside of the HS2 Act. These are captured in the EMRs.
- 1.42 The EMRs are a suite of documents that have been developed in consultation with local authorities and other relevant stakeholders. The nominated undertaker is contractually bound to comply with the controls set out in the EMRs, through the Development Agreement with the Secretary of State.
- 1.43 The controls contained in the EMRs, along with powers contained in the HS2 Act and the Undertakings given by the Secretary of State, will ensure that impacts which have been assessed in the ES will not be exceeded, unless any new impact or impacts in excess of those assessed in the ES:
- results from a change in circumstances which was not likely at the time of the ES² ;
 - would not be likely to be environmentally significant³ ;
 - results from a change or extension to the project, where that change or extension does not itself require environmental impact assessment (EIA) under either (i) article 4(1) of and paragraph 24 of Annex 1 to the EIA Directive⁴ ; or (ii) article 4(2) of and paragraph 13 of Annex 2 to the EIA Directive⁵; or

² i.e. a situation that could not reasonably have been anticipated at the time of the ES.

³ This covers all effects (both positive and adverse) where those effects are simply of no environmental significance.

⁴ 2011 consolidated EIA Directive (2011/92/EU).

- would be considered as part of a separate consent process (and therefore further EIA if required).
- 1.44 In addition to general principles, the EMRs comprise:
- a number of specific requirements, including that the nominated undertaker will use reasonable endeavours to adopt mitigation measures that will further reduce any adverse environmental impacts caused by HS2, insofar as these mitigation measures do not add unreasonable costs to the project or unreasonable delays to the construction programme;
 - the undertakings and assurances given to Parliament and petitioners by the Secretary of State during the passage of the High Speed Rail (London – West Midlands) Bill (the Bill); an the Code of Construction Practice, Planning Memorandum, Heritage Memorandum, and Environmental Memorandum.

Undertakings and Assurances

- 1.45 During the passage of the Bill through Parliament, the Secretary of State entered into a range of undertakings and assurances. The HS2 Act Register of Undertakings and Assurances contains all the undertakings and assurances given to petitioners and to Parliament before and during the passage of the Bill. The register forms part of the EMRs and as a result the nominated undertaker is contractually bound to deliver them.

Code of Construction Practice

- 1.46 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities.
- 1.47 The CoCP sets out the measures that nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable:
- General requirements related to community relations, hours of work, pollution incident control and security, etc;
 - Agriculture, forestry and soils;
 - Air quality;
 - Cultural heritage;
 - Ecology;
 - Ground settlement;
 - Land quality;
 - Landscape and visual;
 - Noise and vibration;

⁵ Broadly, this would not allow those changes or extensions to the project which would give rise to adverse environmental effects within the EIA.

- Traffic and transport; and
 - Water resources and flood risk.
- 1.48 Local Environmental Management Plans (LEMPs) will be prepared for each local authority area.
- 1.49 The LEMPs will include a number of specific measures by topic, as relevant to each local authority area. The LEMPs will build on the general environmental requirements contained in the CoCP and will set out how the project will adapt and deliver the required environmental and community protection measures within each relevant local authority area.
- 1.50 The nominated undertaker and/or its contractors will engage with the local communities, local authorities and other stakeholders in order to develop the LEMPs.

Planning Memorandum

- 1.51 The Planning Memorandum is Annex 2 of the EMRs. It sets out in detail the responsibilities and requirements in relation to planning matters for those authorities that choose to become qualifying authorities. It also sets out requirements for the nominated undertaker in the implementation of Schedule 17 of the HS2 Act.

Heritage Memorandum

- 1.52 The Heritage Memorandum is Annex 3 of the EMRs. It provides a framework for the nominated undertaker, Historic England, local authorities and other stakeholders to work together to ensure that the design and construction of Phase One is carried out with proper regard to the historic environment.

Environmental Memorandum

- 1.53 The Environmental Memorandum is Annex 4 of the EMRs. It provides a framework for the nominated undertaker and representatives of the National Environment Forum to work together to ensure that the design and construction of the HS2 Phase One is carried out with due regard for environmental considerations.

Planning Forum

- 1.54 The HS2 Phase One Planning Forum was established to help co-ordinate and secure the expeditious implementation of the planning provisions in the Act. The primary objectives and functions of the Planning Forum are:
- To prepare notes on related matters, which will set out standards and practices to be followed by those implementing the planning regime.
 - To consider common design items for certain structures associated with the railway (such as bridges, acoustic barriers or retaining walls).
- 1.55 The Planning Forum has a number of sub-groups:
- Highways Subgroup.
 - Environmental Health Subgroup;
 - Heritage Subgroup; and
 - Flood Risk and Drainage Subgroup.

Environmental Management System

- 1.56 As part of the sustainability policy, the nominated undertaker will develop an environmental management system (EMS) in accordance with *BS EN ISO 14001*. The EMS provides the process by which environmental management, both within its organisation and in relation to its operations, is undertaken to ensure the relevant findings of the ES are addressed through the construction phase.
- 1.57 The nominated undertaker will require each of its main contractors to have an EMS certified to *BS EN ISO 14001*. Their EMS will include roles and responsibilities, together with appropriate control measures and monitoring systems to be employed during planning and constructing the works for all relevant topic areas. Where the lead contractor is a joint venture, the EMS will be certified to cover the activities of the joint venture.

Management of Construction Traffic

- 1.58 The HS2 Routewide Traffic Management Plan (RTMP) describes the principles and objectives for the management of transport, highways and traffic during the delivery of the works. It codifies the discussions held with the highway authorities along the HS2 Phase One route via the Highway Subgroup to the Planning Forum and takes into account the best practice used during the delivery of similar large construction projects.
- 1.59 The RTMP document will be supplemented with a series of Local Traffic Management Plans (LTMPs) along the route. LTMPs will set out the full range of local controls, significant works programmes for highways and other appropriate matters.
- 1.60 Regular local Traffic Liaison Group (TLG) meetings have been established with local highway authorities so that matters such as LTMPs and site specific traffic management schemes can be reviewed prior to submission or approval and the implementation of schemes reviewed and other monitoring reported, along with other matters of interest discussed and co-ordinated.

Excavated Material & Waste Management

- 1.61 Measures to reduce potential impacts from waste management are described in section 15 of the CoCP. An integrated design approach has been developed to use excavated material to satisfy the fill material requirements wherever reasonably practicable. This approach will reduce the need for imported materials and reduce the amount of excavated material requiring off-site disposal. This includes reuse of all topsoil and agricultural subsoil as close to the point of excavation as practicable.
- 1.62 All waste generated from the design, construction and operation will be managed in accordance with the waste hierarchy. This places waste prevention as the preferred option at the top, followed by reuse, recycling and other recovery, with landfill disposal at the bottom as the last resort. Information Paper E3 provides further detail.

Management of Noise and Vibration

- 1.63 The contractors will seek to obtain consents under Section 61 to the Control of Pollution Act 1974, which will include noise limits and vibration limits where relevant and site specific management and mitigation requirements for noise and vibration, both on and off site.
- 1.64 In relation to the control of construction noise and vibration, Information E23 provides further detail. Information Papers E20, E21 and E22 provide further detail on operational noise from the railway.

- 1.65 Noise and vibration monitoring will be carried out at different times during the lifetime of the railway. Where noise and vibration performance deviates from expected conditions, actions will be taken as described in Information Paper F4.

Existing Legislation and Other Safeguards

- 1.66 Unless a piece of existing legislation is expressly or impliedly dis-applied or modified by the HS2 Act, it will continue to apply. For example, environmental permits in relation to discharges will still be required and the Control of Pollution Act 1974 (COPA) will continue to apply.

Oversite Development

- 1.67 The HS2 Act does not grant approval for any oversite development. Consent for any such development will be applied for and determined through normal planning processes. However, the HS2 Act does authorise works to enable future oversite development, for example the construction of additional foundations or deck structures.
- 1.68 The HS2 Act also puts in place requirements in respect of the environmental assessment of oversite development. It defines the circumstance where the planning application for such development proposed to replace a building demolished or substantially demolished for HS2 must be accompanied by an environmental impact assessment.

Safety and Security

- 1.69 HS2 will create a railway designed, built and operated with world-class health, safety and security standards. All HS2 infrastructure will be designed in accordance with appropriate standards and policies for public safety. The following are some key design principles that will be applied:
- Adoption of hostile vehicle mitigation and blast resilient glazing and facades where appropriate;
 - Application of Crime Prevention Through Environmental Design principles across all of the HS2 network but with particular emphasis on all publicly accessible spaces;
 - Selection of vandal-resistant materials and designs;
 - Appropriate use of surveillance systems and lighting; and
 - Integration of natural way-finding into designs to configure spaces that are easy to navigate and use of signage that is clean and unambiguous.

2 HS2 Route Description in London Borough of Camden

Introduction

2.1 The Proposed Scheme through London Borough of Camden will be approximately 5.9km in length and starts at Euston Station and proceeds north and west towards Kilburn. Approximately 1.35km of the scheme consists of Euston Station and its approaches, with the remaining section of the route in tunnel up to the local authority boundary at A5 Kilburn High Road. Since Royal Assent of the High Speed Two Act in February 2017, the section of route in London Borough of Camden has been subject to certain proposed design changes and revisions. As part of ongoing design development work is underway to address how disruption of HS2 construction on local residents, the existing rail network and station could be reduced. These proposals are still at an early stage, however such works are likely to include revisions to designs in the Euston area from those outlined in the HS2 Act and associated Environment Statement. HS2 will continue to work with the community and other stakeholders to provide details of such design changes as they become available. As these changes are not fully developed at the time of publication, the report is generally based on the HS2 Act scheme, Additional Provision 03 (AP03).

Euston Station

2.2 This section describes the proposed high speed station and works north of the station as far as the Hampstead Road Bridge. The high speed station will be constructed in two stages. The first – construction Stage A – between 2017 and 2026 for Phase One of HS2 and the second – construction Stage B1 – between 2026 and 2033 for Phase Two of HS2.

2.3 The main works in this area are the creation of:

- Eleven new high speed platforms to accommodate high speed services. This will involve the partial demolition of the existing station west of platform 13;
- A new high speed station building with a roof enclosing the high speed station concourse. Station construction will include the provision of additional piled foundations and columns to support potential Over Site Development (OSD);
- New entrances to the high speed station provided to the south from Euston Road and via Euston Square Gardens and the bus station; to the west from Hampstead Road and at the northern end of Cobourg Street and from the north, where there will be taxi drop off and pick up, and public open space extending northwards to Hampstead Road;
- A high speed station concourse at ground level above the high speed platforms which will be approximately level with the existing forecourt. New escalators and lifts will provide access between the high speed station concourse at street level and high speed platforms below;
- The concourse will provide passenger facilities, including ticket halls, cafes, restaurants and shops to serve passengers and the local community;

- The concourse will be linked to the surrounding streets via a series of unpaid pedestrian route running east-west across the front of the high speed and Network Rail conventional station. There will also be an unpaid pedestrian walkway running from north to south, through the high speed station;
- A basement beneath the high speed platforms to provide servicing for the high speed station and trains. The basement will also house mechanical, electrical and public health plant rooms and water attenuation tanks. Delivery and service vehicles will enter and exit the basement via a new vehicular ramp, accessed from the Hampstead Road Bridge;
- Offices and welfare facilities for the high speed station and train operations staff. These will be located within the high speed station spine building (located on the eastern side of the high speed station). Plant rooms for heating and ventilation equipment, information technology and telecommunications equipment and electrical switch rooms will also be located at each level and in the basement;
- New London Underground (LU) entrances, a subsurface circulation area and ticket halls serving Euston Underground station. These additional facilities will include a new external entrance and an entrance located centrally within the high speed station;
- New subsurface pedestrian routes to Euston underground station from Gordon Street and Euston Square underground station as well as from the street level concourses and will provide ticketing facilities and pedestrian access to all LU platforms;
- Access improvements to LU lines with additional escalators and lifts serving both branches of the Northern line and the Victoria line;
- A new pedestrian subway under Euston Road providing an alternative to crossing at street level;
- A reconfigured two-way, linear bus station extending from Melton Street to Eversholt Street. This will remain to the south of the existing conventional station and north of Euston Square Gardens. The existing access for eastbound buses from the A501 Euston Road across Euston Square Gardens will be closed to traffic and replaced by the access from Melton Street;
- A new main taxi facility at the northern entrance to the high speed station which will provide for pick up and set down and will be accessed from the A400 Hampstead Road. New passenger set down areas will also be provided at the northern end of Cobourg Street and in Eversholt Street;
- A large triangular area of landscaped green open space provided adjacent to the taxi facilities and there will also be car parking mainly for train operating company staff in a car park located beneath the deck;
- New cycle parking provided on the western side of the high speed station close to the Cobourg Street station entrance, to the south of the high speed station in Euston Square Gardens and to the north of the station;
- A rebuilt ventilation shaft and substation serving the Euston Underground station at the southern end of Cobourg Street; and
- Additional small buildings, close to the high speed station, to provide access for firefighting and emergency escape. These will be located in: Euston Square Gardens; at the northern end of Cobourg

Street; and to the north of the high speed station. Some of these buildings will also provide emergency escape for the underground.

- New urban public realm is proposed to be designed and integrated around Euston station;
- The Euston Road station forecourt will provide a central axis and southern route to the high speed station and will also provide access to the conventional station via the existing piazza. The forecourt will include areas of hard and soft landscaping;
- A forecourt will be located at the northern high speed station entrance (Hampstead Road station entrance). The forecourt will include both hard and soft landscaping and a large triangular area of landscaped green open space;
- There will be a western high speed station entrance at the northern end of Cobourg Street (the Cobourg Street station entrance). This area will incorporate a cycle hub and the remaining elements of St James's Garden, which will be returned to public use as a landscaped area. There will also be provision for passenger drop off from private vehicles at this location; and
- Euston Square Gardens will be reinstated and unified by moving the bus station access to Melton Street instead of the present location, between the lodges, where it effectively bisects the gardens. Broadly, there will be a balance between the area of soft landscaping removed and that gained from removing the existing bus access.

Route Description from Euston Station to Euston Tunnel Portal

2.4 This section describes the works proposed in the station approach, between Hampstead Road Bridge and Parkway, where the high speed railway will enter into the tunnel:

- The existing retained cutting between Euston station and Granby Terrace Bridge will be widened. Between Euston station and Mornington Street Bridge, new retaining walls will be constructed along all of the west side of the high speed railway. Between Mornington Street Bridge and the high speed tunnel portal, the existing retaining wall to the west of the conventional tracks will be replaced;
- Hampstead Road Bridge, which currently carries a six lane road, will be demolished and rebuilt close to its current alignment to allow the new high speed station service and logistics basement access ramp to connect to the south side of the bridge. It will be extended to a total length of about 200m in a southerly direction. The carriageway level of the replacement bridge will be higher than at present to allow for longer bridge spans and sufficient clearance for high speed and conventional trains to pass underneath;
- Granby Terrace Bridge will be demolished and rebuilt on a slightly altered alignment. The bridge will be extended to a length of about 90m and the carriageway level of the replacement bridge will be up to 1.8m higher at the eastern end than at present, to tie in to the raised levels at the northern end of the Hampstead Road Bridge;
- A new dive under, to serve high speed trains will be constructed north of Granby Terrace Bridge;
- Mornington Street Bridge will be demolished in order to construct the high speed dive under north structure. The bridge will be rebuilt in its current position reinstating the listed elements of the structure;

- The provision of decks above the high speed tracks and over the high speed dive under south of Mornington Street Bridge. These decks will be built to facilitate OSD, wherever this is feasible, over the high speed railway;
- A plant building will be constructed adjacent to the rebuilt Mornington Street Bridge, housing tunnel ventilation and electrical equipment required for the covered sections of the high speed tracks in the station approach;
- A building will be constructed adjacent to the rebuilt Granby Terrace bridge, providing firefighting access only required for the covered sections of the high speed tracks in the station approach;
- The twin-bore Euston Tunnel portal which will be constructed approximately 150m south of Parkway and the existing Park Street Tunnels on the alignment of the western pair of existing railway tracks. The two tunnel entrances at the portal will be separated, with one entrance approximately 60m north of the other. The tracks will also be at different levels as the railway enters the tunnels;
- A headhouse which will be constructed at the high speed tunnel portal. It will be a multi-storey structure, with the main structure below street level. The structure will contain mechanical, electrical and safety equipment to serve the tunnel. There will also be an auto-transformer station. Its roof will be at approximately street level, though there will be an entrance building on a smaller footprint above street level for access and egress; and
- Extensive track works to facilitate the new high speed railway, including the permanent closure of Line E and temporary closure of Line X prior to reinstatement following HS2 works.

Route Description from Euston Tunnel Portal to Kilburn High Road

2.5 This section of the route will run in tunnel, and comprise the following above ground structure:

- A single storey vent shaft headhouse building at Adelaide Road, which will be approximately 20m by 30m and approximately 4.5m high (in relation to road level). It will provide access to the tunnels via ventilation and intervention/evacuation passages connecting the base of the shaft to the tunnels.
- 2.6 A vent shaft at Alexandra Place was assessed in the HS2 Phase One Environment Statement but has since been removed from the construction programme. This decision is the result of a detailed design review of the engineering, operational and safety requirements for the Old Oak Common to Euston tunnels which concluded that it was possible to remove Alexandra Place.

Preparatory and Temporary Works

2.7 Building and preparing the railway for operation will comprise the following general stages:

- advance works, including: site investigations; preliminary mitigation works; preliminary enabling works;
- civil engineering works, including: establishment of construction compounds;
- site preparation and enabling works; main earthworks and structure works;
- Temporary taxi ranking facilities;

- railway installation works, including: infrastructure installation; connections to utilities; and changes to the existing rail network;
- site restoration; and
- system testing and commissioning.

Primary Utility Works

2.8 Numerous utilities will need to be diverted for the works, the principal works and diversions in this area include:

- Permanent diversion of a 42-inch water main from Park Village East via the Regent's Park Estate, across Hampstead Road, down the realigned Cobourg Street, the remaining southern end of Melton Street and across Euston Road;
- Permanent diversion of a 132kV extra high voltage electricity cable in Euston Street, Melton Street and Gordon Street, via North Gower Street, across Euston Road, into Gower Street and Gower Place;
- Permanent and temporary diversions of 66kV extra high voltage and high voltage cables across the station approach, including a permanent diversion of a small low pressure gas main along Stanhope Street and Robert Street;
- Permanent diversion of combined sewer in Cardington Street/Melton Street, and connection into Fleet sewer. Also relocation of Fleet sewer to facilitate Euston Square Station sub-surface link.
- Temporary diversions of various services carried on the existing Hampstead Road Bridge, Granby Terrace Bridge and Mornington Street Bridge – subject to detailed design; and
- Permanent diversion of a 36-inch low pressure gas main that crosses Euston Square Gardens from Drummond Street to Eversholt Street. The current design proposes that the diversion will remain in Euston Square Gardens, but on a different alignment.

Worksites and Compounds

2.9 Construction of the Proposed Scheme will require engineering works along the entire length of the route, and within land adjacent to the route. This will comprise two broad types of engineering work:

- civil engineering works, such as earthworks and erection of bridges and viaducts; and/or
- railway installation works, such as laying ballast or slabs and tracks, and/or installing power supply and communications features.

2.10 Construction of the Proposed Scheme will be subdivided into sections, each of which will be managed from compounds. The compounds will act as the main interface between the construction work sites and the public highway, as well as performing certain other functions. Compounds will either be main compounds or satellite compounds, which are generally smaller. Some compounds will be used for civil engineering works and others for railway installation works, and in some cases for both.

Table 2: Construction compounds and activities

Compound name	Indicative construction activity
Stage A use only (2017 to 2026)	
Carriage Shed and Park Village East satellite compound	Demolition of the carriage sheds and sidings; Conventional railway enabling works; Demolition and reconstruction of Mornington Street Bridge; Construction of the Park Village East retaining wall, portal and high speed dive unders including the installation of ground anchors; Conventional dive under remedial works; Removal of excavated material from the station and station approach, portal and high speed dive under; Tunnel portal and headhouse works, including installation of the autotransformer station; Construction of the decks over the high speed dive under and railway, south of Mornington Street Bridge; and High speed railway systems fit out.
Mornington Street overbridge satellite compound	Construction of a temporary pedestrian and utilities bridge south of Mornington Street Bridge and approach construction access ramps; Relocation of utilities from the existing bridge to the temporary bridge; and Works to conventional railway and dive under.
A400 Hampstead Road overbridge (north) satellite compound	Construction of the temporary utilities bridges to north and south of Hampstead Road Bridge; Demolition of Hampstead Road Bridge and Granby Terrace Bridge; Reconstruction of Hampstead Road Bridge and Granby Terrace Bridge; and Removal of temporary bridges.
Lancing Street satellite compound	The construction compound will support ground settlement compensation works in advance of and during tunnelling for London Underground works.
Gordon Street satellite compound	Utility works in Euston Road and surrounding roads; Temporary traffic management in Euston Road and surrounding areas; and Construction of the Euston Road subway, Gordon Street entrance and access to Euston Square underground station.
Park Village East (north) satellite	Support the movement of plant and material down into the adjacent

compound	railway cutting; and Support the removal of excavated material generated in the railway cutting.
Stage B1 use only (2026 to 2033)	
Melton Street satellite compound	Construction of the high speed and LU station substructure and superstructure; Construction of the platform circulation area and spine building; Fit-out of the high speed station; and Fit-out of the basement areas.
Cobourg Street satellite compound	Construction of the high speed station substructure and superstructure; Construction of the platform level passenger circulation area and spine building; and Fit-out of the high speed station.
Stage A and Stage B1 use (2017 to 2033)	
National Temperance Hospital main compound	Archaeological investigations and removal of graves in St James's Gardens; The site-wide high speed station and approach works; Railway systems works during conventional railway enabling works and for high speed railway fit-out; and Accommodation offices for HS2 and construction staff.
Granby Terrace overbridge satellite compound	Demolition of Stalbridge House and Granby House in 2017 and the three Regent's Park Estate residential blocks in early 2018; Construction of the west side retaining wall around Hampstead Road Bridge; and Demolition and reconstruction of Hampstead Road and Granby Terrace Bridges as well as associated utilities and highway works.
Mornington Terrace sidings satellite compound	Support the conventional railway enabling works; Demolition of the existing bridge; and Construction of a replacement bridge.
A400 Hampstead Road overbridge (south) satellite compound	Phased demolition of Hampstead Road Bridge (to allow carriageway to remain open); and Phased construction of replacement Hampstead Road Bridge.
The Podium main compound	Constructing pedestrian links from the high speed platforms to the new LU ticket hall; Constructing the new underground station ticket hall, escalator

	declines, lift shafts and passages to underground platforms; Systems and architectural fit-out of the underground station; Constructing the Euston Road subway, Gordon Street entrance and access to Euston Square underground station; Site-wide utilities work; High speed station construction; Constructing the bus station; and Restoring and landscaping Euston Square Gardens.
Euston Square Gardens (east) satellite compound	Local storage of materials, plant and equipment associated with the works; Supporting utility diversion works within its footprint; Bus station remodelling; External works to the Euston Road station entrance and landscaping of the station forecourt and gardens; and Construction of an underground surface water drainage attenuation tank.
Euston Square Gardens (west) satellite compound	Utility works in Euston Road and Euston Square Gardens; Demolition of Grant Thornton House and One Euston Square; Piling, construction and fit-out of the high speed part of Euston station including retaining walls, concourse and subsurface links between high speed platforms and underground station ticket hall; Euston Road subway and the Euston Square connection to Euston Square underground station; Reconfiguration of the bus station; and External works to the Euston Square underground station entrance and landscaping of the station forecourt and Euston Square Gardens.
Euston forecourt satellite compounds	Construction of the high speed and LU station substructure and superstructure; Construction of the central circulation area and spine building; and Fit-out of the high speed station.
Euston station satellite compounds	Provide limited offices and facilities, as well as storage of small plant and equipment; and Support the railway systems enabling works to the conventional track alignment as well as later high speed railway system final fit-out.
Juniper Crescent satellite compound	Used for roadrail plant access to the network, storage of materials.

Camden carriage sidings satellite compound	Modifications to the existing railway network into Euston.
Adelaide Road vent shaft main compound	Key works will include construction of vent shafts and headhouses fit-out.
Alexandra Place main compound	Support for HS2 ancillary construction works.

Roadheads and Material Stockpile Areas

2.11 Roadheads will be used for the storage, loading and unloading of bulk earthworks material which is moved to and from the site on public highways. Roadheads will be operational for the duration of the civil engineering works. There are none proposed in the Borough. Temporary stockpiles of construction materials and excavated materials will be used within compounds as required.

Demolition Works

Table 3: Buildings to be demolished are listed below:

Description of structure	Location
3 storey masonry terraced houses (3 flats)	14-15 Melton Street
3 storey masonry residential building	58 Euston Street
3 storey masonry residential building	60 Euston Street
3 storey masonry residential building	62 Euston Street
3 storey masonry residential building	64 Euston Street
3 storey masonry building (lower floor used as a retail unit, upper floor has 1 flat)	77-79 Euston Street
4 storey steel/masonry building. (Lower floors used as offices, upper floors includes 7 flats)	1 and 3 Cobourg Street
3 storey masonry residential building (3 flats)	59 Cobourg Street
3 storey masonry residential building	Flats A-C, 61 Cobourg Street
3 storey masonry residential building	Flats A & B, 65 Cobourg Street
3 storey masonry residential building (3 flats)	67 Cobourg Street
3 storey masonry public house (1 flat)	Bree Louise public house, 69 Cobourg Street
7 storey residential building 69 dwellings	Silverdale, Regent's Park Estate
4 storey residential building and garages 39 dwellings	Ainsdale, Regent's Park Estate
9 storey residential building 60 dwellings	Eskdale, Regent's Park Estate
Single storey community hall Old	Harrington Street, Regent's Park Estate

Tenants Hall	
5 storey brick residential building 20 dwellings	Stalbridge House, 231 Hampstead Road
5 residential flats over ground floor offices	Granby House, Granby Terrace
Single storey restaurants and cafes (2 units)	Food outlets etc. on station forecourt
10 storey office building, unknown construction	Grant Thornton House, 22 Melton Street
16 storey office building, unknown construction	One Euston Square (also known as 40 Melton Street and formerly Railtrack House)
6 storey building including laboratory and technical support facility, unknown construction	Wolfson House, 4 Stephenson Way
5/6 storey office building, unknown construction	Walkden House, 10 Melton Street
4 storey showroom and office building	11-13 Melton Street
3 storey office building, construction unknown	54-56 Euston Street
3 storey masonry building	The Cottage Hotel, 67-75 Euston Street
3 storey shop/office/warehouse	93-103 Drummond Street
4/5 storey masonry building	Ibis Hotel Euston, 3 Cardington Street including underground car park
5/6 storey building, construction unknown	Thistle Euston Hotel, Cardington Street
4/6 storey brick warehouse building	Offices, 132-140 Hampstead Road
Single storey portable buildings	Addison Lee car park, Hampstead Road
Two single storey prefabricated retail units	Under the Podium, conventional station forecourt
Euston conventional station, construction various	Parcels deck access ramp (west) and partial removal of parcel deck Subsurface car park Western wall adjacent to conventional platforms Western part of station west of platform 13
4 storey concrete/masonry building	Euston power signal box, Cardington Street
Train shed with steel truss roof	Carriage Shed (adjacent to Park Village East)
4 span pre stressed concrete bridge	Hampstead Road Bridge (will be rebuilt)
4 span pre stressed concrete bridge	Granby Terrace Bridge (will be rebuilt)
4 span steel and masonry bridge	Mornington Street Bridge (will be rebuilt)
Single storey hut	Portable building at northern end of Mornington Terrace sidings
Single storey masonry building with basement	Former underground station entrance on corner of Melton Street and Drummond Street
Single storey masonry electrical substation	Electrical substation, Barnby Street
6 storey masonry building	National Temperance Hospital (South Wing), Hampstead Road
4/5 storey masonry building	National Temperance Hospital (North Wing), Hampstead Road
Single storey petrol station with canopy	Petrol station, 142 Hampstead Road
12 commercial (light industrial) units	61 to 83 Loudoun Road (odd numbers only)

Six commercial (retail/services) units and two residential units	1 to 8 Langtry Walk
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Archaeology

- 2.12 HS2 Ltd has sought to design the railway and to approach the task of construction in ways that reduce the impact on archaeological remains, as far as is reasonably practicable.
- 2.13 In accordance with the requirements of Heritage Memorandum and Code of Construction Practice, the nominated undertaker will develop an integrated investigation programme to deliver all archaeological works identified in the ES and as developed during the detailed design process. The programme will set out the key stages of investigation, for example:
- detailed desk-based assessment (where appropriate to inform location specific mitigation);
 - field evaluation (where appropriate to inform location specific mitigation); and
 - location specific mitigation (for example preservation in situ or archaeological excavation).
- 2.14 The investigation programme will be developed in light of, and in conjunction with, the overall construction programme and will be reviewed and updated, as necessary. The programme will aim to undertake as much of the work as possible in advance of any construction activities.

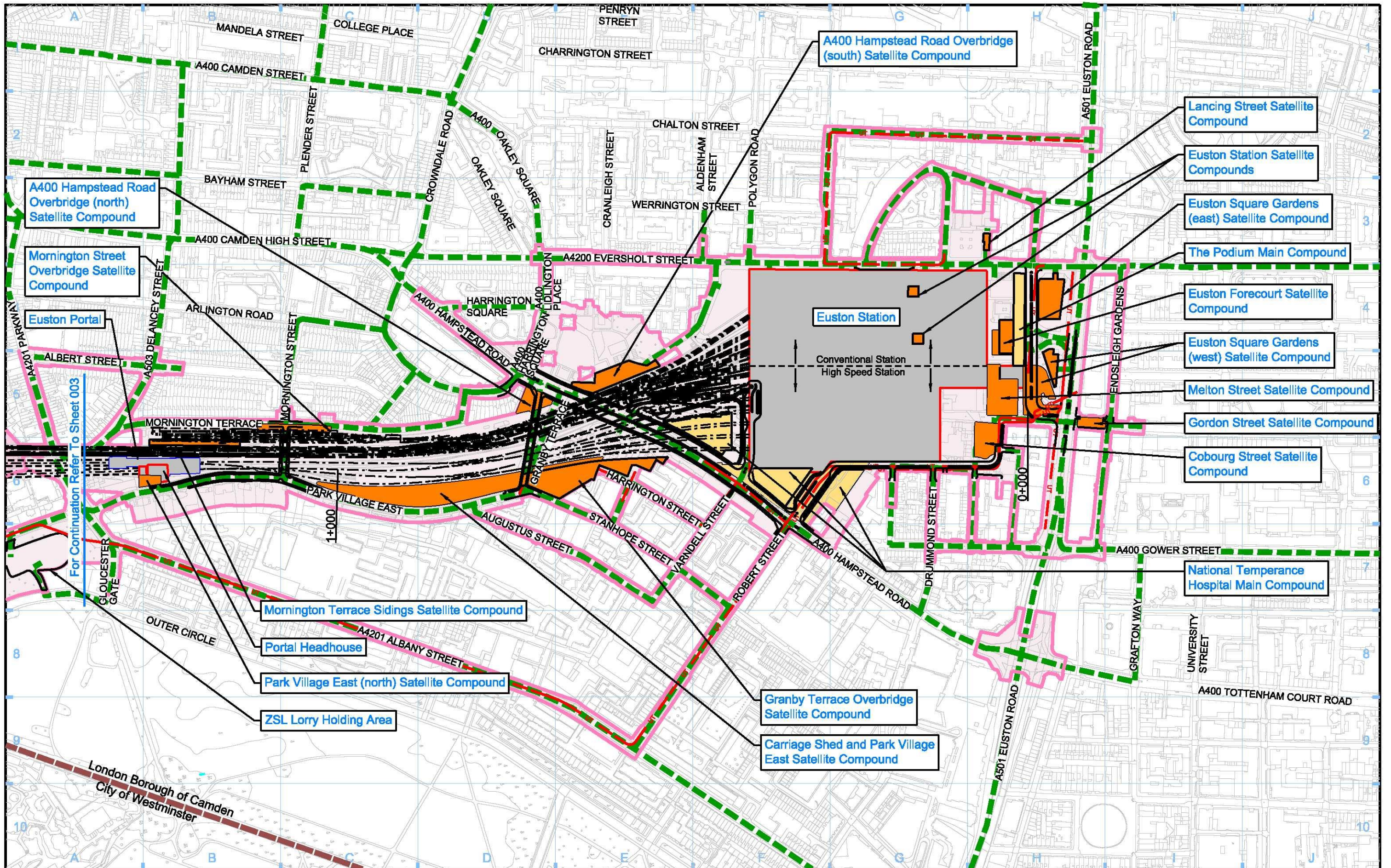
Geotechnical Investigations

- 2.15 Geological investigations and intrusive site investigations (involving boreholes and trial pits) will be undertaken where necessary, to inform the detailed design.

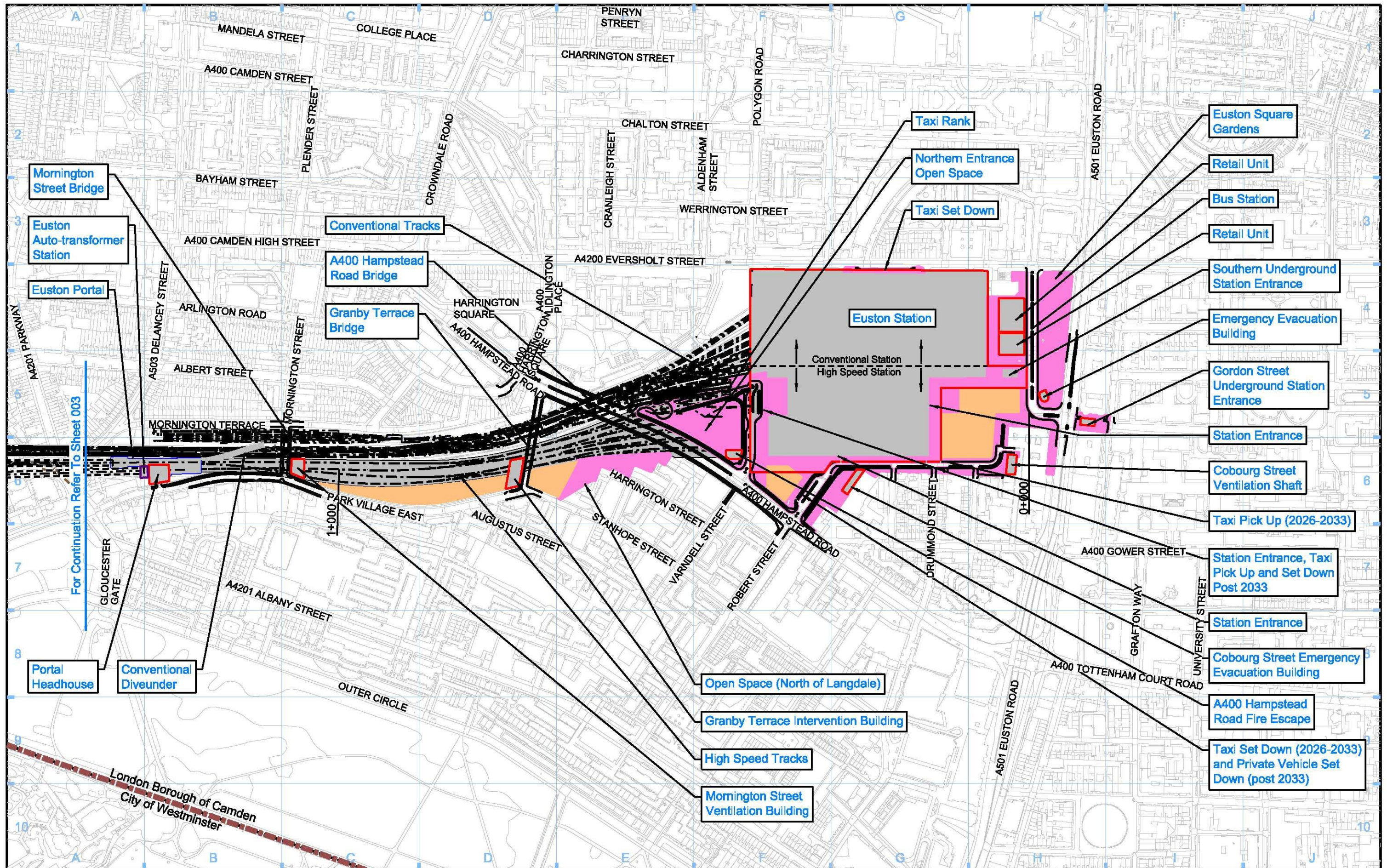
3 Landscape and Restoration

- 3.1 Different landscape types will be incorporated into HS2 works at various stages of the project. Some early landscape works may be proposed – for example new planting to compensate for the loss of prior habitat or to help integrate HS2 into the surrounding landscape. Planting and landscape techniques will be used for different purposes – for example to visually screen the railway, new structures or to reduce railway noise. Where possible, screen planting will be incorporated into the design along new embankments or cuttings in order to provide a combination of landscape integration, visual screening, and/or ecological habitat connectivity.
- 3.2 Ecological enhancement works are proposed for Adelaide Road Local Nature Reserve in conjunction with the London Borough of Camden. These works will mitigate the impacts arising due to the construction of the new vent shaft in the location.
- 3.3 Upon completion of construction works, land that is not required for operation of the railway will be restored. At this early stage of the design of the project, the presumption is that land would be restored to its pre-existing condition.

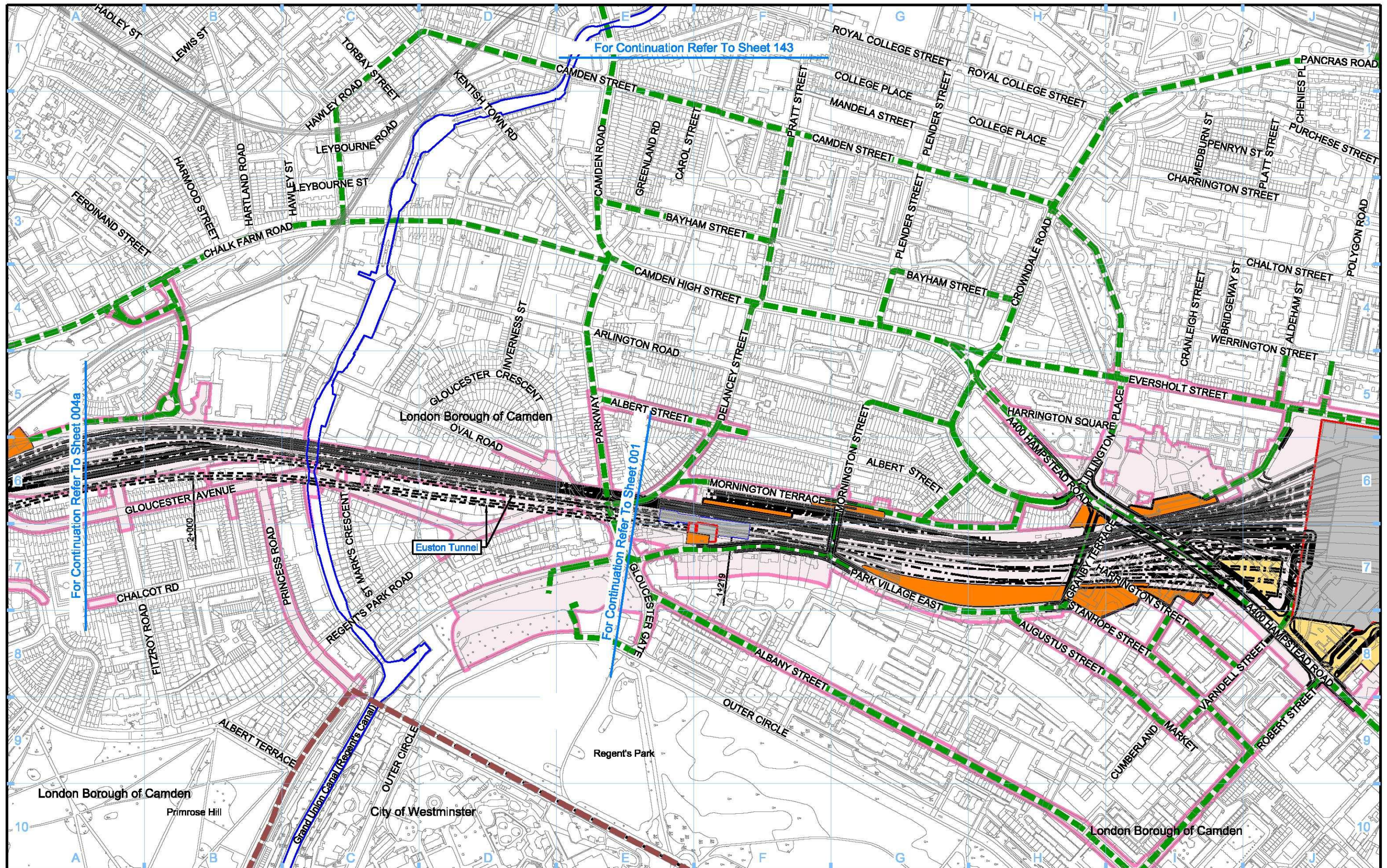
5 Planning Context Report Plans - Construction and Operation



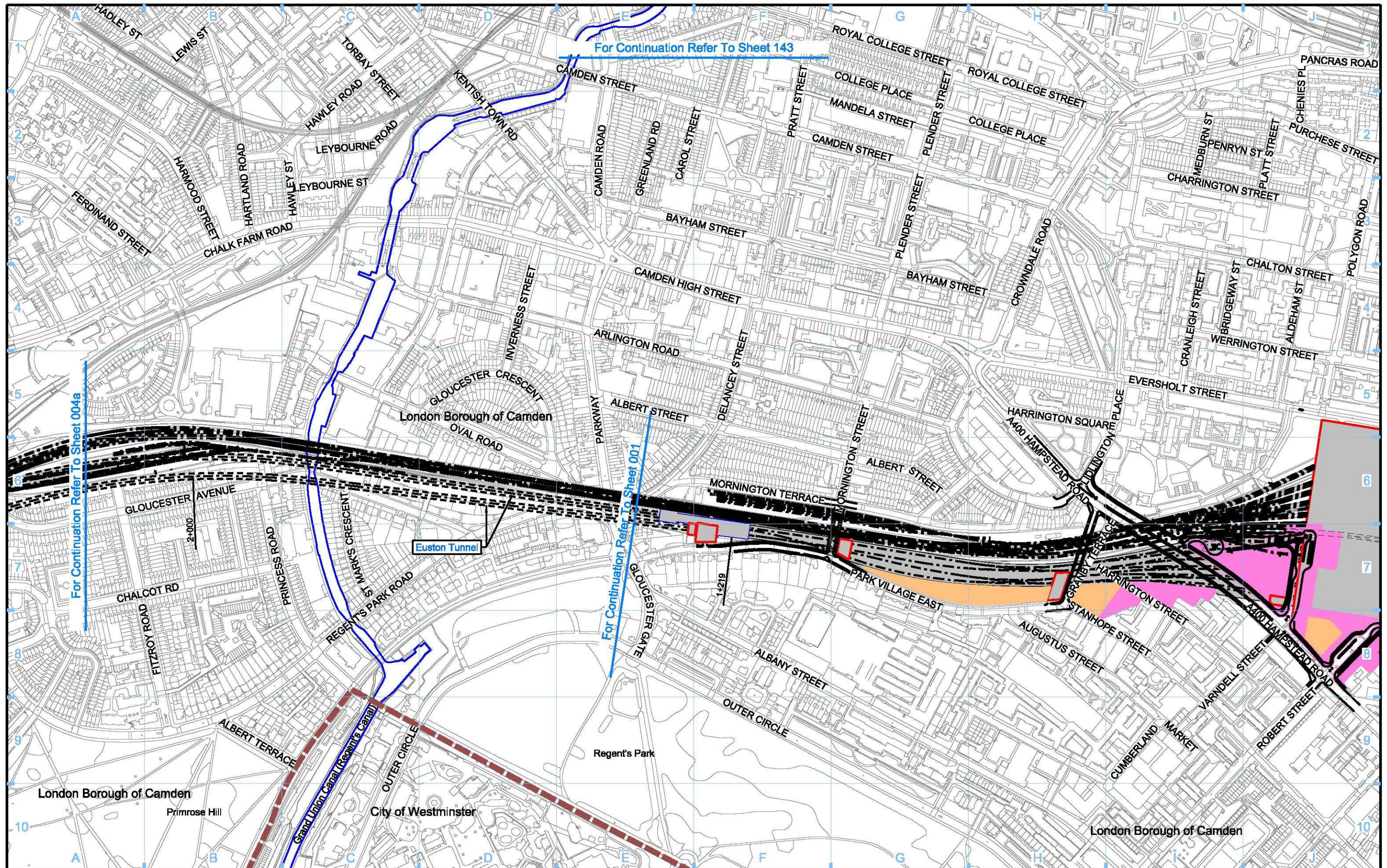
Legend 		Map Number S17-CP-001 Map Name Construction Phase Sch 17 Planning Context Report Plan Planning Authority Area London Borough of Camden/ City of Westminster		 HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way. Registered in England. Registration number 06791686 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA. Scale at A3: 1:5,000 © Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190. Doc Number: C220-HS2-TP-DPL-000-510001 P00.1 Date:	
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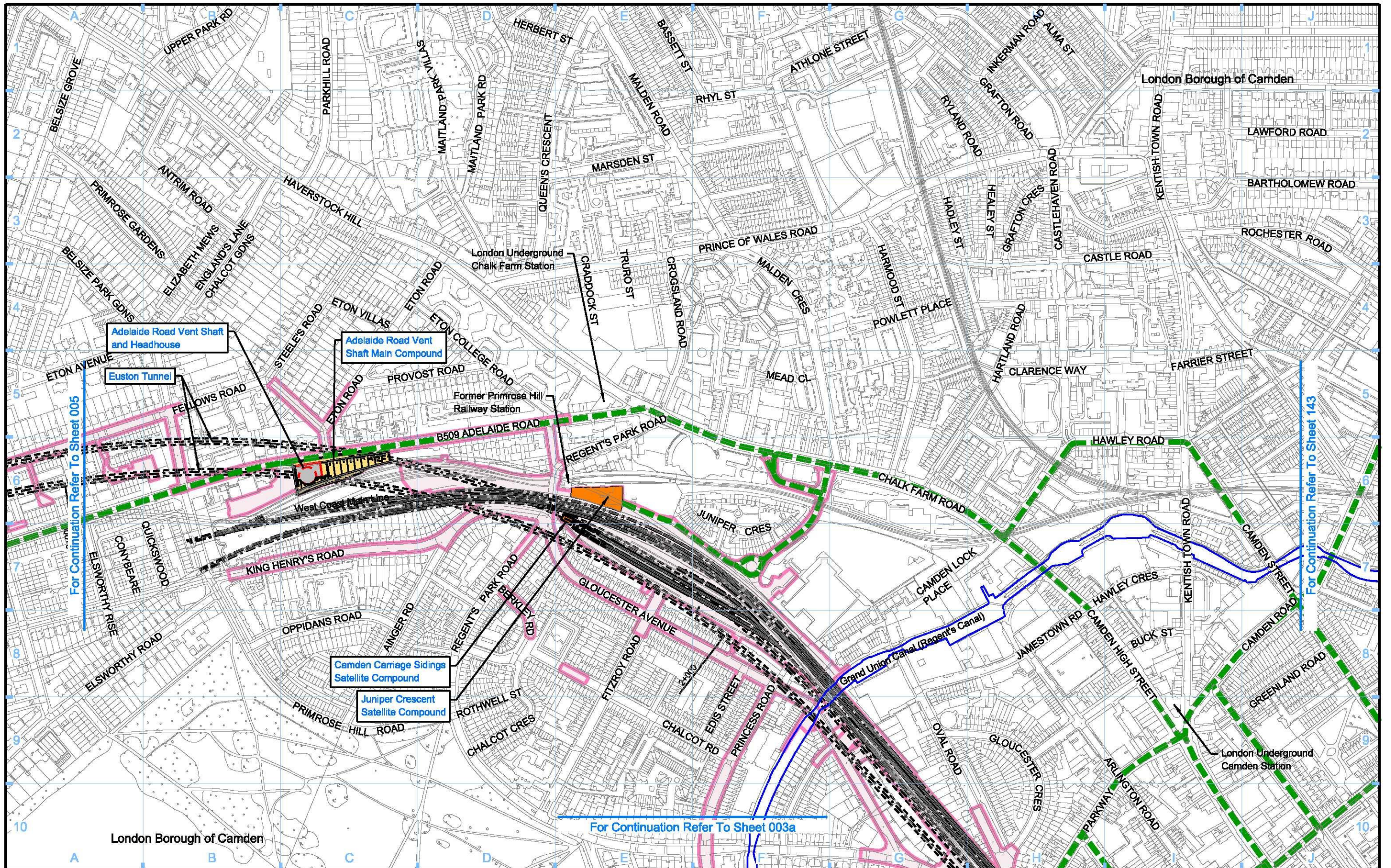


For Continuation Refer To Sheet 143

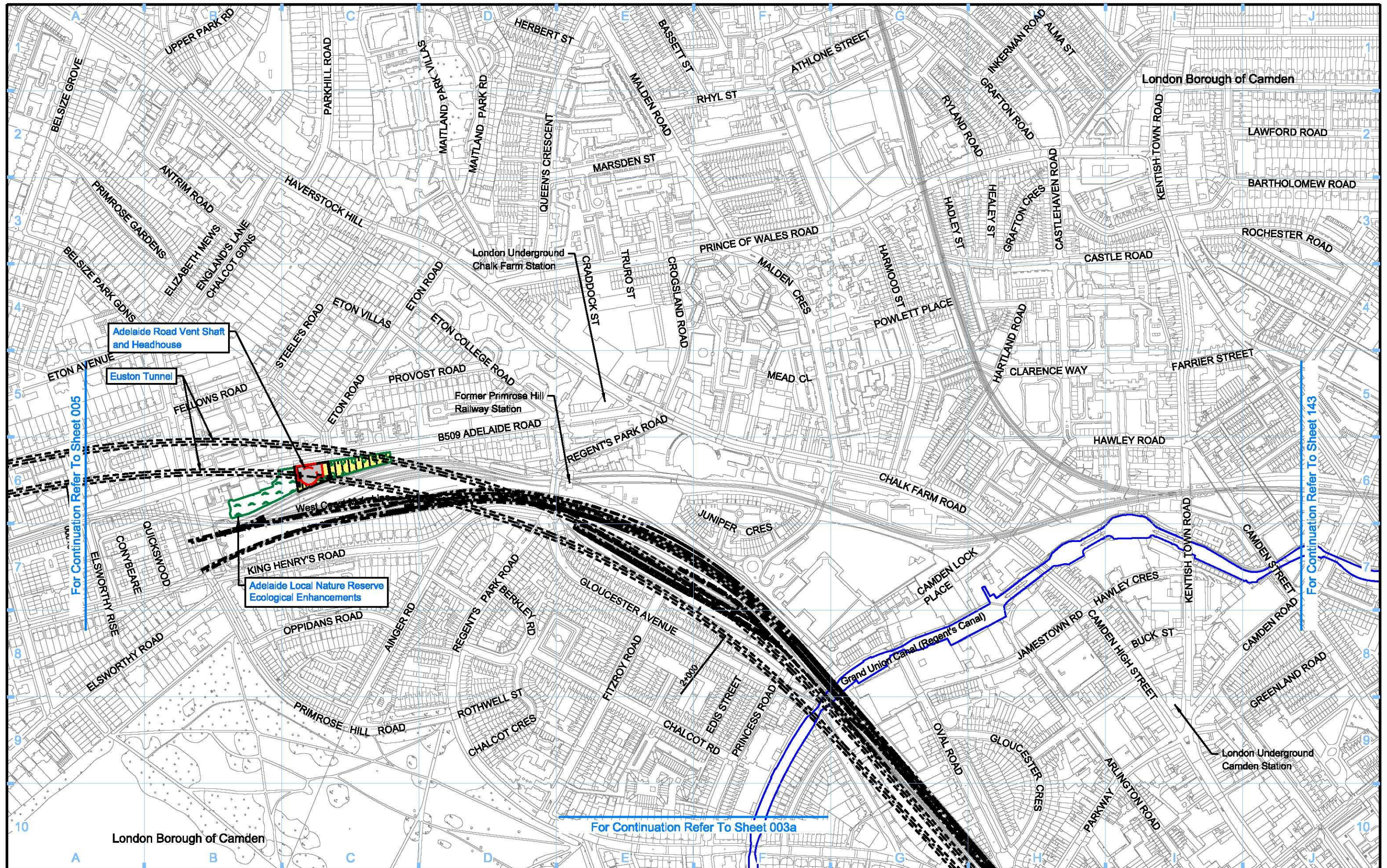
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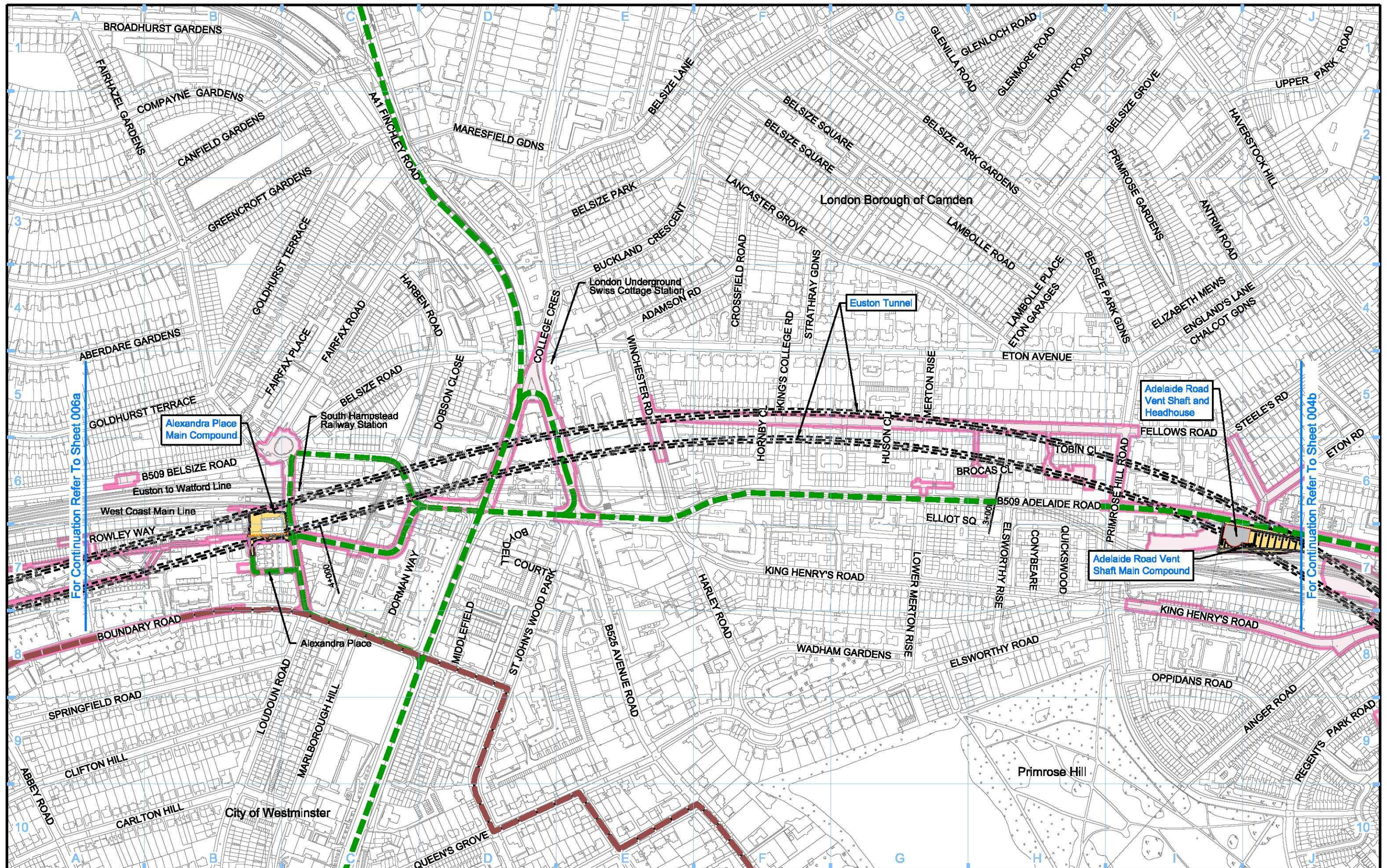
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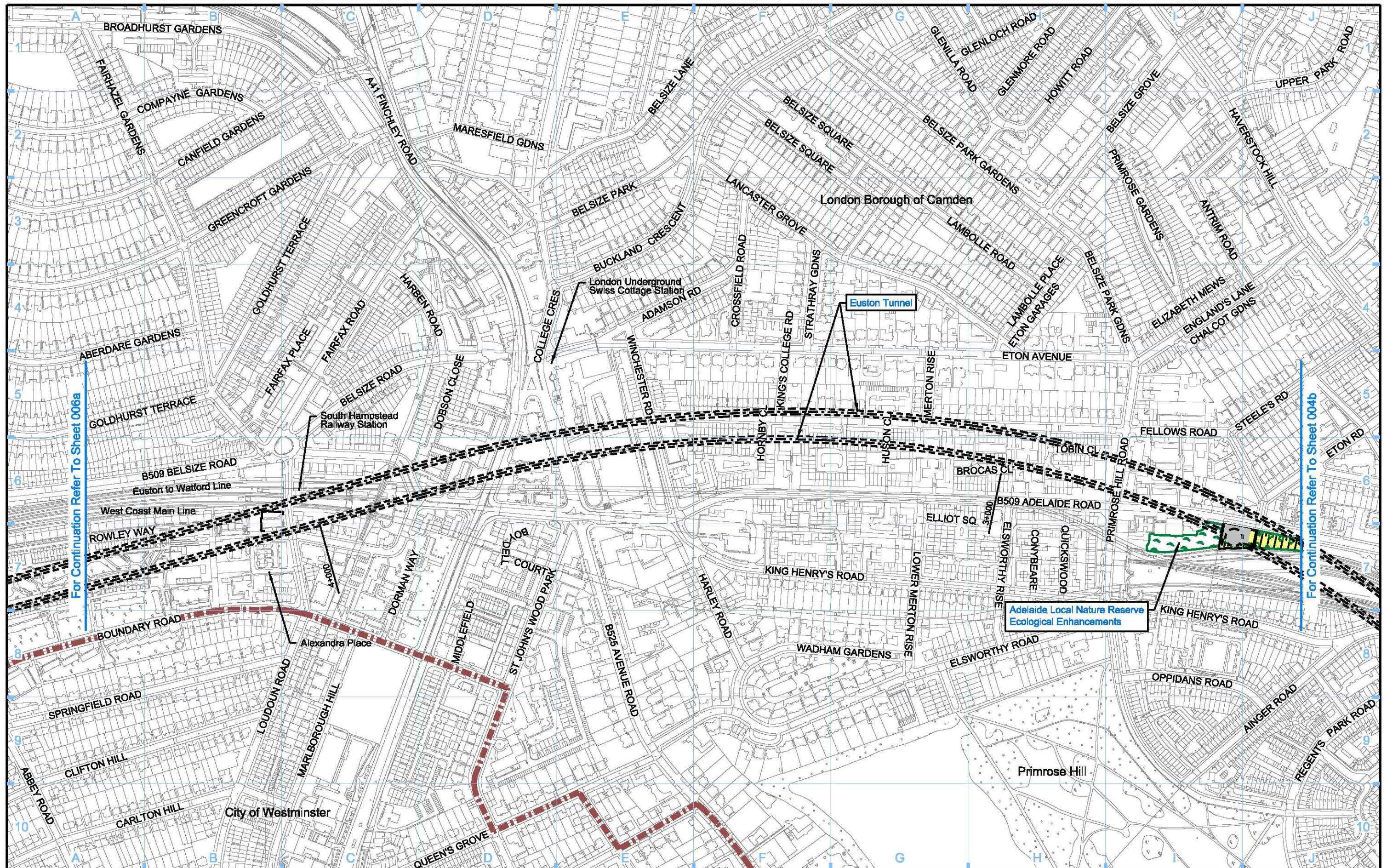
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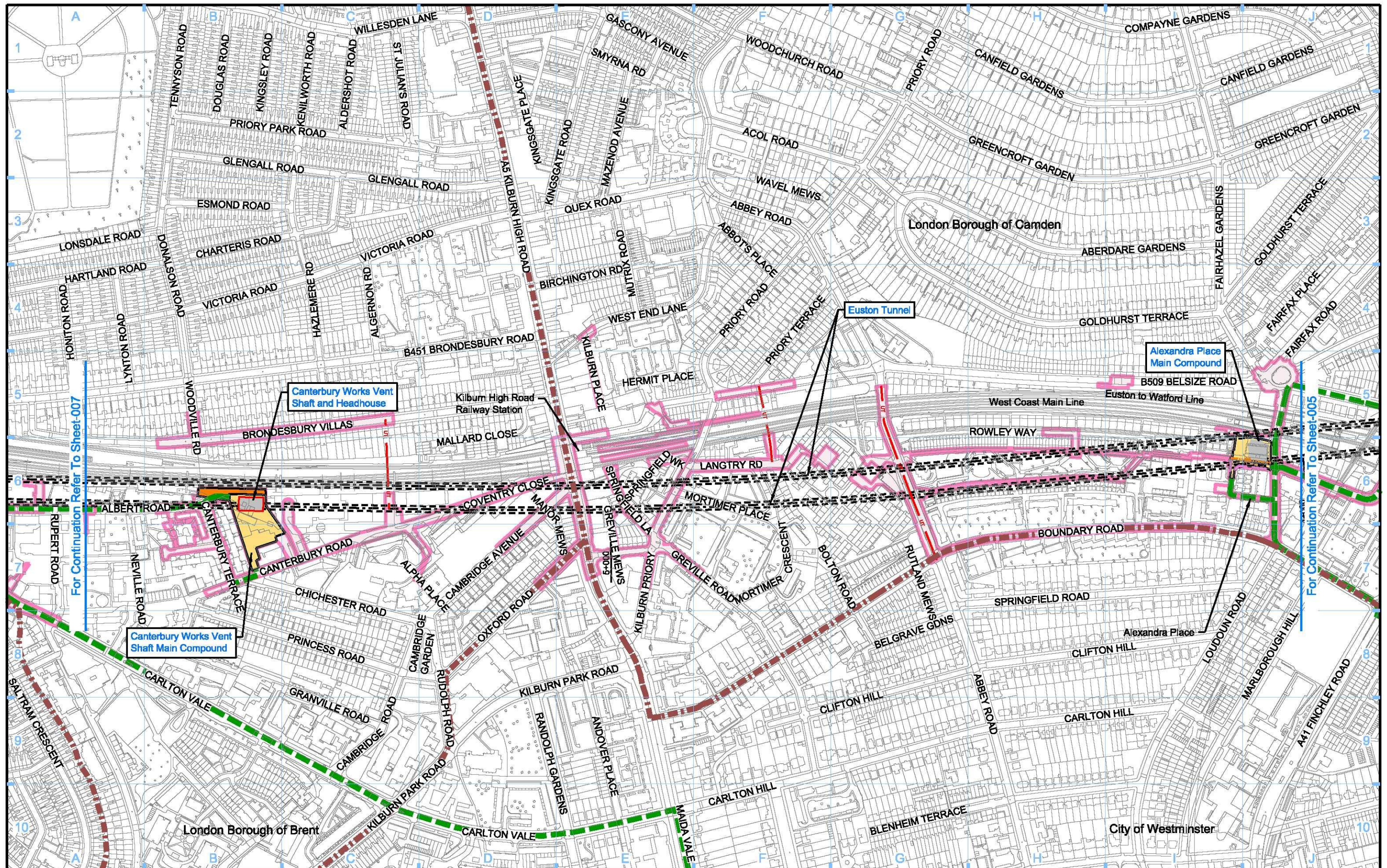
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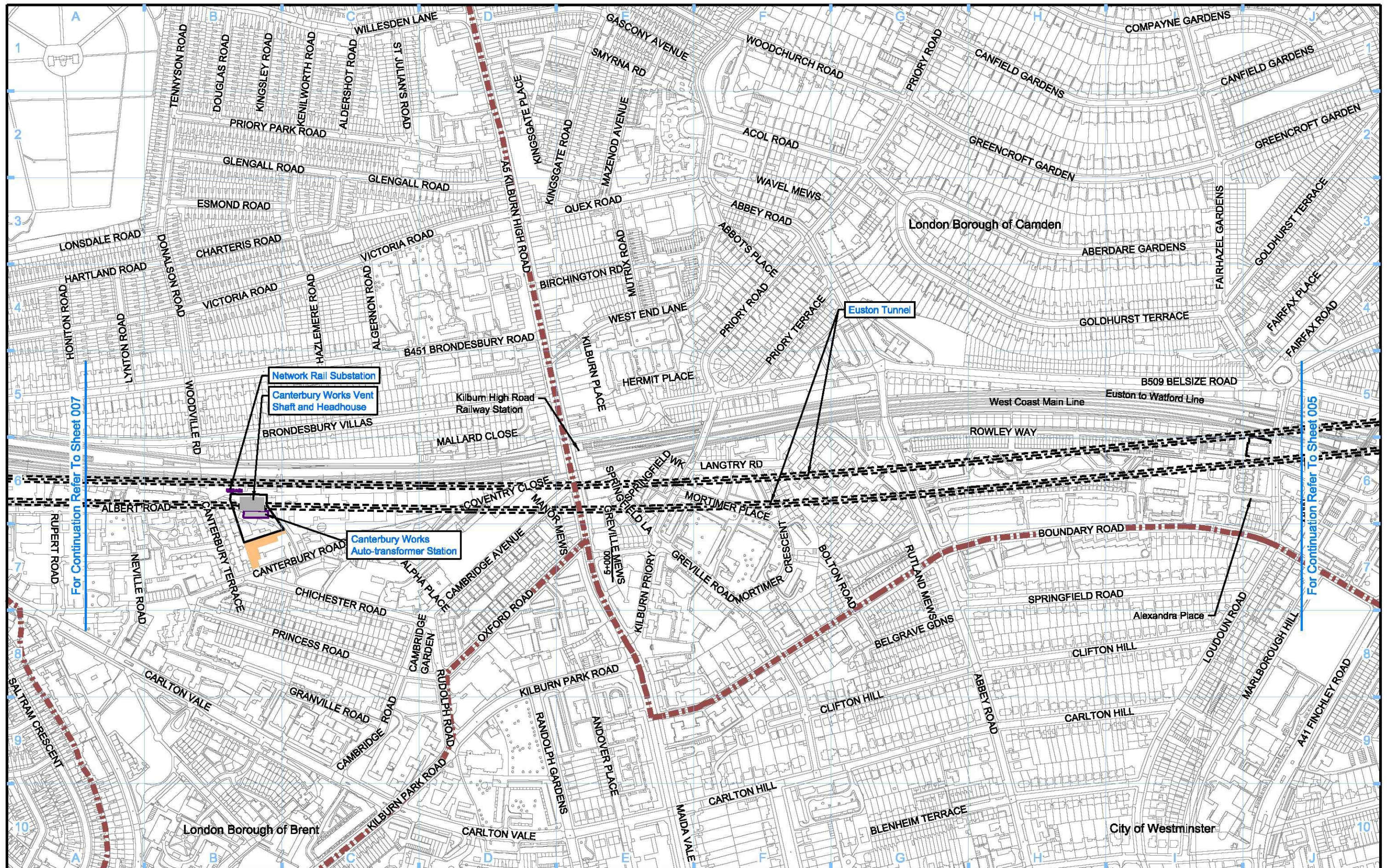
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Legend <ul style="list-style-type: none"> Depot, station, headhouse or portal building Tunnel portal Main construction compound Satellite construction compound Temporary material stockpile Rail alignment formation Landscape earthworks Engineering earthworks County boundary Borough / District boundary Land potentially required during construction Temporary replacement community facility Planning authority boundary Existing watercourse Tunnels external extent Construction traffic route Existing public right of way (PRoW) New, diverted or realigned PRoW Stopped-up PRoW Temporary PRoW diversion / realignment Temporary highway diversion / realignment UT - Main utility works 		<ul style="list-style-type: none"> Chainage (e.g. 10+000) 10+000 Rail alignment 	<p>Map Number: S17-CP-006b</p> <p>Map Name: Construction Phase Sch 17 Planning Context Report Plan</p> <p>Planning Authority Area: London Borough of Camden / London Borough of Brent / City of Westminster</p>	<p>hs2</p> <p>Registered in England. Registration number 05791888 Registered office: 2 Snow Hill, Queensway, Birmingham, B4 6QA.</p> <p>Scale at A3: 1:5,000</p> <p>0 50 100 150 200 250 Metres</p> <p>© Crown copyright and database rights 2017. Ordnance Survey Licence Number 100049190.</p> <p>Doc Number: C221-HS2-TP-DPL-010-520060 P00.1 Date:</p>
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Annex 1 - Signposting

Document	Link
High Speed Rail (London – West Midlands) Act 2017	http://www.legislation.gov.uk/ukpga/2017/7/contents/enacted
Schedule 17 Fee Regulations	http://www.legislation.gov.uk/uksi/2017/223/contents/made
Schedule 17 Appeal Regulations	http://www.legislation.gov.uk/uksi/2017/227/contents/made
High Speed Rail (London – West Midlands) Environmental Minimum Requirements	https://www.gov.uk/government/publications/environmental-minimum-requirements
	https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances
Schedule 17 Statutory Guidance	https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance
Phase One Information Papers	https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill#information-papers
Phase One – Planning Forum Notes	https://www.gov.uk/government/publications/planning-forum-notes
Phase One Environmental Statement	https://www.gov.uk/government/collections/hs2-phase-one-environmental-statement-documents
	https://www.gov.uk/government/collections/additional-provision-september-2014
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