

Mike Cooke
Chief Executive
London Borough of Camden
Camden Town Hall
Judd Street
WC1H 9JE

30 November 2015

By email only

Dear Mr Cooke

High Speed Rail (London – West Midlands) Bill

Petition No.0184, AP20142, AP3072 London Borough of Camden – Assurances regarding Petition Issues

I am the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (London – West Midlands) Bill ('the Bill') currently before Parliament. I am writing to you on behalf of the Secretary of State for Transport to set out the assurances that the Secretary of State is willing to give in order to address some of the concerns expressed by the London Borough of Camden (the Borough) regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme').

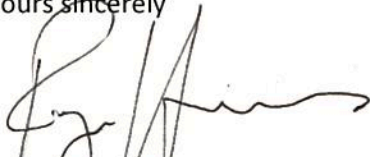
With reference to the above petitions the Promoter and the Borough have engaged extensively and sought to resolve the objections raised by the Borough. As a result of this engagement HS2 is able to offer assurances in the following areas – the details of which are provided in detail in the document entitled "London Borough of Camden: Assurances on High Speed Two Phase One" enclosed with this letter:

1. Delivering the Euston Vision and working collaboratively
2. Euston Station design
3. Vent shaft design
4. Community Engagement
5. Reducing amount of HS2 related construction traffic on the road
6. Further reducing impacts of construction traffic
7. Skills and employment
8. Business Mitigation
9. Open space
10. Residential mitigation
11. Effective management of construction sites
12. Schools
13. Motorcycle club
14. Escalation of concerns
15. Engagement with the London Borough of Camden

through separate commitments not covered in this letter), compensation (as described in 'Fair deal for London Compensation Charter') and Clause 47.

I have copied this letter to Alastair Lewis (Sharpe Pritchard), who I understand is acting as your appointed Parliamentary Agent.

Yours sincerely

A handwritten signature in black ink, appearing to be 'R. Hargreaves', written over the typed name.

Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

cc. Alastair Lewis (Sharpe Pritchard) alewis@sharpepritchard.co.uk

London Borough of Camden: Assurances on High Speed Two Phase One

1. Delivering the Euston Vision and working collaboratively

HS2 Ltd recognise and support the London Borough of Camden's aspiration for a coherent, integrated redevelopment of the Euston area, and we believe that HS2 can make a significant contribution to that process. As a major step towards this the government has confirmed in the 2015 Spending Review that enabling works for the oversite development at the HS2 station are fully funded. This is a significant step towards delivering jobs and homes at Euston. Designing the HS2 Scheme so that it will support local economic, environmental and regeneration plans and integrate with other local initiatives, has been central to the approach to developing the design for the HS2 Euston Station. We want to work with relevant local public bodies to determine how the potential afforded by the HS2 development could be used to deliver regeneration across the Euston area in accordance with the objectives of the Euston Area Plan (EAP) and the vision of the Euston Growth Strategy.

As such, senior officials from HS2 Ltd and the DfT will continue to attend meetings of the Euston Strategic Board, chaired by Camden Council Leader Sarah Hayward, with Sir Edward Lister as deputy chair, and to participate in any future appropriate governance established by TfL, GLA or the London Borough of Camden to manage our shared objectives for the Euston area.

Further governance arrangements, working with the Euston Strategic Board, will be established comprising senior officer representatives from the DfT, HS2 Ltd, the London Borough of Camden, Network Rail, Transport for London and the GLA to provide co-ordination across the various transport-related projects (including the HS2 works authorised by the Bill, redevelopment of the Network Rail station, Crossrail 2 and over site development), with a view to delivering the right outcome for the Euston Area. This governance will provide advice and support to the Secretary of State for the Department for Transport. Within the proposed integrated governance arrangements individual organisations will retain responsibility for statutory functions (such as planning), and stewardship of public money for which they are accountable.

To deliver on that intention, the Promoter is willing to offer the following assurances:

- 1.1 The Secretary of State will require the Nominated Undertaker to continue to participate in the Euston Strategic Board and any future appropriate governance arrangements established by the London Borough of Camden, the Greater London Authority or Transport for London, to manage shared objectives for the local area in Euston including the integration of the HS2 Euston Station with other committed or proposed projects and the wider regeneration plans for the area, until the completion of the HS2 works in the area. The Terms of Reference for this group will (amongst other things) continue to include the delivery and implementation of the Euston Area Plan (EAP).*
- 1.2 As expeditiously as possible following the confirmation that the London Borough of Camden will not be pursuing opposition to the Bill on issues of the design and implementation of HS2 Euston Station and comprehensive redevelopment, the Promoter will set up the Euston Station Strategic Redevelopment Board (ESSRB) which will include, as members, the above organisations and Network Rail. The Promoter will commence engagement with the organisations named above with a view to agreeing full Terms of Reference for this group by the end of March 2016 including a forward work programme for the following year. The Terms of Reference will include, as a minimum, providing advice to the Secretary of State, working with and sharing reports and data*

with the Euston Strategic Board on issues relating to strategic regeneration, deliberating and publishing reports, advice and other documents as the ESSRB sees fit and overseeing:

- *the integration of the delivery of the following projects (subject to future funding decisions and approvals):*
 - (a) *the HS2 Euston Station;*
 - (b) *the rebuild of the Euston Mainline Station (as and when such rebuild may be funded and authorised) , and supporting the timely consideration of this to reflect the London Borough of Camden’s ambitions to limit disruption;*
 - (c) *the Crossrail 2 proposals at Euston; and*
 - (d) *Over site development and related development opportunities opportunities above the Euston Station and tracks in line with the Euston Area Plan*
- *the strategic vision for the Euston station and tracks and the proposed Euston Schemes, taking into account the need for permeability in the design and a comprehensive and integrated development;*
- *the integration of the proposed Euston Schemes, including details of phasing of the various works for the proposed Euston Schemes;*
- *the appointment of a master development partner for over site development and related non-transport works;*
- *the identification of any additional powers necessary for the integration of the proposed Euston Schemes and the process and responsibility for obtaining such powers;*
- *proposals for mitigating disruption to the station and local community during construction of the proposed Euston Schemes;*
- *strategic issues and risks;*
- *the application of Lessons Learnt from other major infrastructure projects, such as Crossrail and Thames Tideway, as well as from the projects themselves;*
- *Consideration of the establishment of joint working teams where required;*
- *the delivery of a planning brief and master plan for the Euston Station, reported to the Euston Strategic Board.*
- *Proposals for mitigating disruption to the station and local community during construction*

1.3 As expeditiously as possible following confirmation that the London Borough of Camden will not be pursuing opposition to the Bill on issues of Euston Station design, the Secretary of State will require the Nominated Undertaker to invite officers from the London Borough of Camden, the Greater London Authority and Transport for London to be full members of the Euston Integrated Programme Board

(EIPB) together with Network Rail. The EIPB will, with terms of reference to be reviewed periodically, manage the **integrated plan** for the HS2 works in Euston and coordinate the integration with other projects which may come forward such as redevelopment of the existing Network Rail station, oversight development and integration with Crossrail 2. The EIPB will:

- Bring together HS2 work streams;
- Provide member organisations with information on progress;
- Support coordination between member organisation activities;
- Report to, as appropriate, the ESRB, and as necessary and appropriate work with the Euston Strategic Board;
- Monitor the progress of community engagement in accordance with the Community Engagement Framework (3.2).

In these assurances in this section the following expressions shall have the meaning assigned:

HS2 Euston Station *refers to the reconfiguration and enlargement of Euston Mainline Station and London Underground Euston station ticket hall authorised by the Bill as part of Work No1.*

HS2 works *refers to those works authorised by the Bill.*

2. Euston Station Design

We recognise the importance of ensuring that HS2 achieves high standards of design, both in terms of appearance and functionality. We want to ensure that sites such as the HS2 Euston Station reflect best practice internationally yet also fit with local circumstances.

HS2 Ltd. has already established an independent Design Panel, chaired by architect Sadie Morgan, which will oversee the delivery of the project's key design principles around *People, Place and Time*. Experts in design fields including: urban, landscape, equality, diversity and inclusion, digital, brand and product will work alongside internationally-renowned architects, sustainability experts and engineering specialists to help guide HS2's development.

This Panel will be supported by site-specific design panels, including for the Euston HS2 Station. HS2 Ltd will work with the London Borough of Camden in the establishment of the Euston Station Design Panel. Furthermore, we recognise that it would be helpful at this stage to set out a number of guiding design principles for Euston Station in recognition of the design ambitions of the London Borough of Camden and Transport for London.

The Promoter is therefore willing to offer the following assurances:

- 2.1 *The Secretary of State will require the Nominated Undertaker to design HS2 Euston Station, so far as is reasonably practicable and within the limits and powers set out in the HS2 Act, **having regard to all relevant parts of the Euston Area Plan** and any other relevant Opportunity Area Frameworks or Guidance and any other commitments or undertakings given to the London Borough of Camden, the Greater London Authority or Transport for London.*
- 2.2 *The Secretary of State will require the Nominated Undertaker to expedite production of the detailed design for the HS2 Euston Station so far as reasonably practicable.*
- 2.3 *As expeditiously as reasonably possible, the Secretary of State will require the Nominated Undertaker to establish the **Euston Station Design Panel** in relation to which the Nominated Undertaker will use reasonable endeavours to agree the chairperson and other members jointly with the London Borough of Camden, Transport for London and the Greater London Authority and with Network Rail.*
- 2.4 *The Secretary of State will require the Nominated Undertaker to involve the Station Design Panel in the design development for HS2 Euston Station from the date of the Station Design Panel's establishment.*
- 2.5 *The involvement of the Station Design Panel must include as a minimum:*
 - 2.5.1 *an opportunity for the Station Design Panel to comment on the initial design brief of HS2 Euston Station;*
 - 2.5.2 *an opportunity for the Station Design Panel to comment on the designs for HS2 Euston Station prior to those designs progressing to the detailed design stage; and*
 - 2.5.3 *an opportunity for the Station Design Panel to comment on the detailed design for HS2 Euston Station prior to the Nominated Undertaker seeking approval for the design of Euston Station under Schedule 16 to the HS2 Act.*

- 2.6 *The Secretary of State will require the Nominated Undertaker to engage actively with the London Borough of Camden and the Greater London Authority as to the preparation of agendas and the content of papers to be put to the Station Design Panel. The London Borough of Camden and the Greater London Authority will be given the opportunity to address the Station Design Panel on such matters as they wish.*
- 2.7 *The Secretary of State will require the Nominated Undertaker to have regard to all comments made by the Station Design Panel under paragraph 2.5 prior to further progression of the design.*
- 2.8 *The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to incorporate any changes to the design for HS2 Euston Station suggested by the Station Design Panel under paragraph 2.5 where such changes:*
- 2.8.1 *are within the scope of the limits and powers set out in the HS2 Act; and*
 - 2.8.2 *in so far as they are relevant to:*
 - 2.8.3 *the grounds on which the relevant planning authority would be entitled to refuse approval of plans and specifications under Schedule 16 of the Act; or*
 - 2.8.4 *relate to the integration of the Euston Station with the wider Opportunity Area;*
 - 2.8.5 *are consistent with any other relevant approvals required under the Act, including any highways approvals required under Schedule 4 and Part 1 of Schedule 31 and with approvals required under any asset protection agreements with Network Rail and Transport for London.*
 - 2.8.6 *are consistent with the operational requirements for Euston Station.*
- 2.9 *If requested by the Station Design Panel, the Secretary of State will require the Nominated Undertaker to notify the London Borough of Camden and the Greater London Authority of the full reasons for failing to incorporate into the design any changes suggested by the Station Design Panel under paragraph 2.5.*
- 2.9.1 *The Station Design Panel will continue in existence and operation until all the HS2 Works at or relating to HS2 Euston Station are completed.*
- 2.10 *The Secretary of State will require the Nominated Undertaker to, in so far as is reasonably practicable and within the allocated HS2 budget and any additional financial resources identified by the Secretary of State or other third parties, together with the limits and powers set out in the Bill, design Euston Station having due regard to the following design principles:*
- 2.10.1 **Simple and Clear** - *the station must be easy to find and use with simple and clear spaces and self-evident routes to and from trains supported by lucid orientation and wayfinding*
 - 2.10.2 **Safe and Secure** - *the design will create open and welcoming spaces without hidden corners and difficult areas to monitor, safe for both passengers and staff.*
 - 2.10.3 **Inclusive and Accessible** - *the station will be equally accessible to all and provide step-free access from street to platform level.*

- 2.10.4 **Welcoming & User-friendly** - provide facilities commensurate for a 21st century station that ensures passenger comfort and convenience.
- 2.10.5 **Functional and Operable** - Simplify the surveillance and safe operation of the station facilities by creating simple and uncomplicated spaces that have easy to operate systems.
- 2.10.6 **Maintainable and Flexible** - The building and materials specified must be of high quality, robust, durable and easy and maintain. The designs shall make provision for maintenance access and future flexibility.
- 2.10.7 **Sustainable** - The highest sustainable targets will be set and the design will actively seek to reduce the environmental impacts arising from the construction and operation of the station
- 2.10.8 **Value for money** - Ensure that there is balance between the long-term costs of operating the station and its functionality
- 2.10.9 **Connectivity, permeability and integrated** - The design needs to maximise site permeability and provide the best solutions for transport interchange including for pedestrians and cyclists.
- 2.10.10 A quality of both design and materials that reflects the importance of the station as a mechanism for the regeneration of Euston and that creates a step change for station design and experience.
- 2.10.11 **Integration of the station with the current local transport network** having regard to the principles of a strategic, efficient and accessible transport interchange.
- 2.10.12 **Integration with future planned transport developments**, including Crossrail 2 and upgrades to the Northern line, having regard to the principles of efficient, convenience and accessible transport interchange
- 2.10.13 Appropriate location of railway infrastructure in the context of regeneration opportunities and the potential to maximise development land **having regard to the Euston Area Plan**.
- 2.10.14 Optimising the use of space outside of the station including to help **enhance the business profile** of the area.
- 2.10.15 Recognise the Mayoral commitment to **increase cyclist numbers and improve cycle safety**.
- 2.10.16** Consideration of opportunities for **open space**.
- 2.10.17 Ensuring that there is appropriate management of both the interim and final taxi arrangements.

3. Vent shaft design

As set out above, HS2 Ltd. has established an independent Design Panel which will oversee the delivery of the project's key design principles around *People, Place and Time*, and which will include experts in design fields. The design of the Adelaide Road and Alexandra Place vent shafts will be considered by the Design Panel and will be subject to community engagement as key design elements, in accordance with Information Paper D1 Design Policy. Furthermore, the detailed design and external appearance of these vent shafts will be subject to approval by the London Borough of Camden in accordance with Schedule 16 to the Bill.

On that basis, the Promoter is willing to offer the following assurance:

- 3.1 The Secretary of State will require the Nominated Undertaker to include within the scope of the independent Design Panel consideration of the design of the Adelaide Road and Alexandra Place vent shaft sites. This will include consideration for the provision of active ground floor uses at the Alexandra Place vent shaft site and green enhancements at the Adelaide Road vent shaft site.*
- 3.2 The Secretary of State will require that the Promoter brings forward a design for consideration by the Design Panel for the Alexandra Road vent shaft site which actively considers the inclusion of ground floor uses, such as shops, in so far as it is within existing Bill Powers and does not impact the timely, economic and safe delivery of the railway. The Promoter will have reasonable regard for the conclusions of the Design Panel and will provide written comments where the conclusions have not been taken forward prior to submission to the London Borough of Camden for approval under Schedule 16.*
- 3.3 HS2 can confirm that the Council are the planning authority for the Alexandra Place and Adelaide Road vent shaft sites and as such can refuse to approve plans and specifications in accordance with paragraph 2 of schedule 16 to the Bill.*

4. Community engagement

HS2 Ltd and the Promoter have consistently received the message from communities along the HS2 line of route that they believe effective community engagement must be central to delivery of the scheme. Some of the strongest voices we have heard have come from the communities within Camden.

The Promoter recognises the importance of appropriate public engagement in the design development process so that HS2 designers, the independent design panel and the authorising planning authority (under Schedule 1 to the Bill) can be informed of local views as the scheme design develops. A core design principle of HS2's Design Vision is 'People: Design for everyone to benefit and enjoy'.

On that basis, the Promoter is willing to offer the following assurance:

4.1 *The Secretary of State will require the Nominated Undertaker to undertake **public engagement to inform the design development of Euston Station**. Whilst the nature of this engagement will be developed in line with the commitment outlined in 3.2 below, this is envisaged to be an open engagement exercise, with public exhibitions, leaflet drops, interactive online materials and related publicity. The Nominated Undertaker will engage with the community in 2016 and no later than 6 months following the appointment of the design team, on preferred options for the design of Euston Station Design and on a preferred option prior to submission to the planning authority for approval. Further consultation will then take place in advance of the Schedule 16 approval.*

Looking beyond the design phase, the Promoter recognises that communication and engagement are critical elements of delivering the construction works and high quality engagement is essential to the nominated undertaker's relationship with communities and stakeholders. In reflection of this the Promoter is willing to offer the following assurances.

4.2 *The Secretary of State will require the Nominated Undertaker to engage with the London Borough of Camden on the development of a **community engagement framework** aimed at ensuring all sections of the community, including businesses and individuals, are made aware of developments in relation to the construction programme and local impacts.*

4.3 *The Nominated Undertaker will require that its contractors must produce **advance information sheets** that:*

4.3.1 describe the works to be carried out;

4.3.2 explain the expected disruption; and

4.3.3 explain the measures being taken to minimise or mitigate the adverse impact of the works.

4.4 *Where it is reasonably possible to do so these information sheets will be circulated at least two weeks before the construction works start and be made available online.*

4.5 *The Secretary of State will require the Nominated Undertaker to ensure that appropriately experienced **community engagement personnel** are appointed to manage the community relations framework and stakeholder and community relationships during the development of HS2 in the London Borough of Camden area. The community relations team will include:*

4.5.1 a single point of contact for local authorities in the London Borough of Camden area;

4.5.2 named individual points of contact for affected property owners; and

4.5.3 a named senior manager accountable for effective implementation of the Code of Construction Practice in the London Borough of Camden area.

4.6. The broad duties of individuals will include, but will not be limited to:

4.6.1 being the first point of contact for communities and local authorities in the London Borough of Camden;

4.6.2 managing relationships with the local communities, businesses, local authorities and other stakeholders within the London Borough of Camden;

4.6.3 raising issues from the London Borough of Camden community within HS2 Ltd and if necessary within the Department for Transport for escalation, resolution or clarification;

4.6.4 monitoring the progress of each item raised and keeping stakeholders informed of progress (to include taking reasonable steps to respond to reasonable suggestions);

4.6.5 monitoring the implementation of the HS2 stakeholder engagement framework for the Scheme in the London Borough of Camden;

4.6.6 attending regular meetings with the Nominated Undertaker and its contractors, local authority, local community and other stakeholders to discuss construction issues and forthcoming programmes of works; and

4.6.7 advising on the appropriate support mechanisms to be provided by the Nominated Undertaker which will be available to local businesses, land owners, voluntary and community organisations that may be affected by the works.

5. Reducing amount of HS2 related construction traffic on the road

HS2 recognises that the impact of construction traffic is of particular concern for the London Borough of Camden and its residents and businesses. A critical source of construction movements is the need to remove excavated material from construction sites.

The Environmental Statement which accompanied the scheme proposals was based upon moving all excavated material by road, representing a worst case for the purposes of environmental assessment. Nevertheless, there may be opportunities both to reduce the amount of excavated and construction material and for this material to be removed by rail, thereby reducing the amount of construction related traffic on the roads. In order to determine the level of material that could be removed by rail further work is required with rail partners, the London Borough of Camden and Transport for London. This further work, as reflected in the following assurances, will be taken into account in HS2's tendering processes. Furthermore, the Promoter is committed to minimising waste produced during construction.

In this regard the Promoter is willing to offer the following assurances:

(a) **Movement of materials**

5.1. *The Secretary of State will require the Nominated Undertaker to:*

- 5.1.1 *seek to maximise, in so far as reasonably practicable and within existing Bill powers, the volume of excavated and construction material from the construction of Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on passenger services.*
- 5.1.2 *engage actively with the London Borough of Camden, the Greater London Authority and Transport for London to develop a plan for the bringing in and removal of such excavated and construction materials to and from Euston Station by rail. This plan will include consideration of options that would require separate planning permissions that may be granted by the London Borough of Camden or the Greater London Authority.*
- 5.1.3 *Upon completion, "the plan" will be submitted to the Euston Integrated Programme Board and the ESSRB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate comments from the EIPB and ESSRB into the plan.*
- 5.1.4 *The plan will then be submitted to the Secretary of State for his consideration. The Secretary of State will then notify the EIPB of his decision in regards to implement the proposals contained within the plan, no later than one month from the date of the plans submission.*

(b) Management of waste and materials

5.2 *The Secretary of State will require that the Nominated Undertaker and its contractors will act to minimise the waste generated from their construction activities where reasonably practicable in the London Borough of Camden. This will include:*

5.4.1 careful storage of materials on-site;

5.4.2 minimisation of packaging;

5.4.3 use of re-usable packaging etc.;

5.4.4 the application of designing-out waste principles to minimise construction waste;

5.4.5 working towards a cut and fill balance in relation to excavation and tunneling arisings; and

5.4.6 the segregation of construction and demolition materials on-site, or through the use of a suitable waste contractor, to maximise diversion from landfill via re-use, recycling and recovery.

5.3 *The Secretary of State will require the Nominated Undertaker to identify, measure and record the types, quantities and fate of waste generated during the construction process by way of a site waste management plan. The information identified shall be reported to the EIPB on a periodic basis to facilitate monitoring of any key performance indicators and to measure progress against any waste management performance targets that may apply.*

c) Reducing workforce related traffic

5.4 *The Secretary of State will require that the Nominated Undertaker prepare construction workforce travel plans, through engagement with the relevant highways authority, with the aim of encouraging the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses in the London Borough of Camden.*

5.5 *The Nominated Undertaker's objectives to support these aims will include:*

- effective management of construction worker traffic to minimise damage to the environment, impact on the surrounding road network, danger to road users and disturbance to neighbouring properties; and*
- the introduction of measures to reduce single occupancy car journeys by staff working on construction sites through the encouragement of car-sharing, use of available public transport, cycling and walking to work where reasonably practicable.*

6. Further reducing the impacts of residual traffic

Recognising that it will not be possible to remove all construction related traffic from the local road network the following mechanisms will be in place to further manage any residual impacts:

- The Bill includes powers for the control of construction traffic by qualifying planning authorities which means that the routes to be used by large good vehicles must be approved by qualifying planning authorities where the number of large goods vehicles exceeds 24 trips per day, to or from a site. The consent of the relevant highway authority is also required for the provision of any new or altered worksite access to and from a highway, if this is not shown on the plans deposited by the Bill. The Highway Authority must be consulted before works affecting highways or traffic can be undertaken and consent must be sought before interfering with any property of the highway authority.
- The highway authority may object to an access location on the grounds that the works should be carried out elsewhere within the limits set by Parliament in the interests of local amenity, road safety or the free flow of traffic. The works must also be reasonably capable of being carried out where the highway authority wishes.

Furthermore, the Promoter is able to provide the London Borough of Camden with the following assurances:

For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 16 of the Bill.

6.1 Impacts of construction traffic

6.1.2. The Secretary of State will require that the Nominated Undertaker during construction works, will ensure, insofar as is reasonably practicable that the impacts from construction traffic on the local community in the London Borough of Camden (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are mitigated by its contractors where reasonably practicable.

6.1.3. The Secretary of State will require the Nominated Undertaker to prepare Local Traffic Management Plans in liaison with the London Borough of Camden, Transport for London and the emergency services.

6.1.4. The Secretary of State will require the Nominated Undertaker to ensure that Traffic Liaison Group (TLG) meetings will take place to enable consultation on the temporary management programme, enable the highway authority to carry out its obligations to ensure there is a co-ordinated approach to traffic management in its area and ensure that local authorities, emergency services and bus operators are aware of programme construction activities that could have an impact on the local strategic road network. The TLG meetings will take into account concurrent construction activities from other schemes.

6.2 EURO VI engines

The Secretary of State will require that all Heavy Duty Vehicles (with a weight greater than 3.5 tonnes) relating to the construction of the HS2 works entering the London Low Emission Zone will be powered by EURO VI (or lower emission) engines. The Secretary of State will require the Nominated Undertaker to explore the potential for adopting a) a London Borough of Camden-

specific requirement benchmark for the percentage of contractor ultra low emissions light vehicles below 3.5 tonnes entering worksites and b) a London Borough of Camden-specific requirement that all vehicles used during the construction of the scheme be powered by Euro VI/6 (or lower emission) engines by 2020. This information will be provided to the London Borough of Camden before the petitioning period for the House of Lords.

6.3 Public access

The Secretary of State will require that the Nominated Undertaker will maintain public access along the highway and over other areas where the public has access, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks in the London Borough of Camden can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified by the Nominated Undertaker to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites within the London Borough of Camden. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles. Without prejudice to any other requirements to do so, the Nominated Undertaker will take reasonable steps to ensure that the London Borough of Camden is notified of those controls and informed of any changes to them.

6.4 Construction routes used by pedestrians and cyclists

The Secretary of State will require the nominated undertaker to, where reasonably practicable, retain access for pedestrians and cyclists where safe and appropriate to do so, including where a highway is closed to other traffic under the powers of the Bill. Prior to any formal application under the Bill relating to traffic or highways proposals, site specific measures will be discussed with highway authorities and emergency services through the Traffic Liaison Group meetings established in accordance with the Code of Construction Practice and the Route-wide Traffic Management Plan. Examples of the measures will include:

- Details about specific traffic management measures;*
- Installation of appropriate signage indicating all temporary diversions or where reasonably appropriate, alternative routes;*
- Measures to minimise impact on highway users.*

6.5 Local Transport Management Plans

6.5.1. The Secretary of State will require the Nominated Undertaker, to produce Local Traffic Management Plans (LTMPs) within the London Borough of Camden prior to the commencement of any works under the Bill and keep them updated, in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. The LTMP(s) will include, as appropriate:

- details of permitted access routes and accesses for construction traffic;*
- details of site boundaries and the main access/egress points for worksites and compounds;*
- details of temporary and permanent closures and diversions of highways and other public rights of way (including timing);*
- a list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and*

pick-up periods and any commitments set out in the register of Undertakings and Assurances;

- *details of phasing of works;*
- *the proposed traffic management strategy;*
- *other measures which will affect the highway, such as lorry holding areas (including timing of use);*
- *proposals for the regular operation of traffic liaison groups with key stakeholders to ensure that programmes of HS2 works are shared and which will assist with the highways authorities to carry out their network management duties; and*
- *a register of applications for consents associated with temporary traffic management measures.*

6.5.2. *In relation to lorry management, LTMPs will include details of the following, where appropriate;*

- *timing of site operations and timing of traffic movements;*
- *local routes to be used by lorries generated by construction activity;*
- *lorry holding areas;*
- *lorry holding areas on- or off-highway, how they will be laid out and operated (including timing of operation); and*
- *weighbridge(s) at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.*

6.5.3. *Lorry routes will be set out in the LTMPs and as set out in the Planning Memorandum, the Nominated Undertaker will have forward discussions, where reasonably practicable, on lorry route applications prior to submission.*

6.6 Traffic and Transport management – site specific measures

The Secretary of State will require the Nominated Undertaker to produce and update (where reasonably required) site specific traffic management measures within the London Borough of Camden and where reasonably practicable to discuss the site specific traffic management measures with the highways authorities and the emergency services. The site specific traffic management measures will include the following, as appropriate:

- *details about specific traffic management, within site specific plans;*
- *road traffic management layouts and signage including works necessary for site access for construction traffic, which will be subject to consultation with the relevant highway authority;*
- *installation of appropriate signage indicating all temporary and permanent diversions of PRoW*
- *measures to be implemented to reduce construction traffic impacts, or impacts associated with parking on residential streets;*
- *measures to minimise impact on highway users;*
- *retaining access for cyclists and pedestrians, where safe and appropriate;*
- *timing of traffic management operations, if their scope can be undertaken during off-peak, night or weekend working;*
- *parking controls;*
- *measures to ensure that construction vehicles do not cause damage to highways, and measures to ensure that any damage to grass verges is repaired and reinstated;*

- requirements relating to the movement of traffic from business and commercial operators of road vehicles, including goods vehicles;
- controls to reduce environmental impacts to nearby receptors and consideration of temporary reduced speed limits around worksites;
- co-ordination with utility companies and service diversions; and
- winter gritting plans, which will complement those of the relevant highway authority.

6.7 Monitoring

The Secretary of State shall require that the Nominated Undertaker and its contractors shall carry out such monitoring as is necessary to ensure compliance with the requirements of the CoCP, and this will include the maintenance of records of traffic management measures. The monitoring programme, the approach to regular consultation with highway authorities and emergency services and the control processes will be required to be set out in the Environmental Minimum Requirements. The Secretary of State will require the nominated undertaker to set out within the Route-wide Traffic Management Plan, in accordance with the Code of Construction Practice, appropriate measures to require monitoring for the purpose of identifying deviation of Large Goods Vehicles from authorized construction routes, and where there has been an identified deviation, this may result in the issue of a Traffic Enforcement Notice (TEN) and the principal contractor will be alerted to this breach.

6.8 Temporary interference with highways

The Promoter confirms that he will propose amendments to Table 3 in Schedule 4 to the Bill so as to remove the following highways: St Pancras Way, Wrotham Road, Baynes Street, Agar Grove, Randolph Street, Rousden Street, Camden Road, Royal College Street, Bonny Street, Prowse Place, Camden Street, Camden Gardens, Kentish Town Road, Torbay Street, Leybourne Road, Haven Street, Castlehaven Road, Chalk Farm Road, Tottenham Court Road and Warren Street.

6.9 Agreed list of roads that can and cannot be used for construction traffic

The Secretary of State will require the nominated undertaker to prepare and maintain a Route Management, Improvement and Safety Plan (ROMIS) as set out within the Route-wide Traffic Management Plan prepared in accordance with the Code of Construction Practice. The objective of the ROMIS plan will be to demonstrate that the traffic grounds for refusal of a route as set out in Schedule 16 to the Bill have been appropriately considered. The ROMIS plan shall:

- set out the construction routes to be approved in accordance with Schedule 16 to the Bill;
- consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles;
- confirm that the measures related to safety and free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points.

6.10 CLOCS and FORS

The Secretary of State will require the nominated undertaker to comply, as far as reasonably practicable, with the Construction Logistics for Cyclist Safety (CLOCS) standards and the First Operator Recognition System (FORS) or such equivalent or better standards or system that may replace them.

The CLOCS standard and FORS will be applied as set out within the Route-wide Traffic Management Plan (RTMP).

The assurance includes the proviso "reasonably practicable" as the Promoter of HS2 considers that there are two areas where further work is required to ensure that the CLOCS standard can be fully applied in LB Camden. These are:

- a) driver training.** The amount of training capacity which will be available, of suitable quality and which addresses the environment of HS2 is not known. We are currently discussing this matter through the CLOCS working group and with the various trade association and training bodies to seek that there will be sufficient capacity, route-wide;
- b) the use of sideguards.** Our proposed requirement is that vehicles should be N3 compliant, which is a higher standard than the CLOCS standard. Contractors will need to demonstrate where this (and the associated use of sideguards) is not achievable (which may be on a site-by-site basis or related to the availability of suitable vehicles — it is understood that the majority of fleets who are represented by the MPA are N3G).

6.11 Flexible working

The Secretary of State will require the nominated undertaker to work with the London Borough of Camden (including through the production and periodic review (with the participation of the London Borough of Camden and TfL) of the Local Traffic Management Plan and through the Traffic Liaison Group) to ensure the Nominated Undertaker supports them as the local highway authority to enable them to carry out their obligations to ensure there is a coordinated approach to traffic management in their area and address local issues as they arise. The Local Traffic Management Plan for Euston will be the subject of regular review to enable it to continue to address local circumstances while recognising HS2's cost and programme constraints.

6.12 Hampstead Road Bridge

The Promoter is in discussions with TfL regarding Hampstead Road Bridge with respect to reducing the number of carriageways being reprovided in the final operational design and its height. It is anticipated that an assurance will be provided to TfL regarding this which will be shared with LB Camden

6.13 Taxi arrangements

In relation to the provision of arrangements for taxis and private hire vehicles at Euston Station, the Secretary of State will require the nominated undertaker to work with the London Borough of Camden through the station design process to seek to maximize convenience to station users and minimize any adverse impacts on the local community, including local residential communities and open space. These principles would be applied both in determining the final design and the provision of interim taxi facilities. The nominated undertaker will work with the London Borough of Camden and TfL to ensure that there is appropriate management of both the interim and final taxi arrangements.

6.14 Costs

In accordance with Information Paper C13 'Local Authority Funding and New Burdens Arising from HS2', the Secretary of State and the Nominated Undertaker are committed to providing funding to LB Camden to meet their reasonable costs in giving highway authority approvals under the Bill. The Secretary of State or the Nominated Undertaker will enter into a Service Level Agreement to address these costs which may provide, if the level of work requires it, funding for a dedicated transport officer.

The Promoter acknowledges that the London Borough of Camden may continue its opposition to the Bill in relation to the matter of local authority costs recovery as part of the route wide case being led by Warwickshire County Council.

7 Skills and employment¹

HS2 Ltd want to ensure that the positive opportunities the scheme presents for businesses are maximised (section 9 deals with extra steps HS2 Ltd are proposing to take to deal with any negative effects in Camden).

The design, planning and construction of HS2 will create a significant number of employment opportunities. It is forecast that HS2 is expected to create 24,600 new construction jobs, and many of those will be in the Camden area. Suitably skilled individuals will stand to benefit from the employment opportunities that HS2 generates.

HS2 Ltd are committed to improving skills, jobs, education and economy through its investment along the length of the route, acting as a driver for improvements in the sustainability of the engineering and construction sector by ensuring that the right workforce is available at the right time with the right skills and behaviours, and promotes diversity, openness and fairness. To ensure these opportunities are realised HS2 is committed to:

- offering appropriate training to local, disadvantaged and under-represented groups in order to promote fair and equal access to the employment opportunities generated by HS2. The High Speed Rail College will form partnerships with schools (including technical colleges), and other further education colleges, universities and employers to provide a clear pathway for students from school to further study and employment.
- Seeking to evaluate contractors' response against a number of training and employment criteria during the procurement of contracts. The 'default' HS2 position requires that clauses specifying training and employment requirements be routinely considered for their relevance to all stages of the procurement process and for each procurement exercise.
- requiring contractors to help local, disadvantaged and under-represented groups to access the training and employment opportunities generated by HS2, including by: nominating a suitably qualified member of staff to act as a liaison officer, with responsibility for managing the training and employment opportunities between the contractor, its supply chain, and training and employment stakeholders; and performance managing, monitoring and reporting progress on the achievement of training and employment milestones to HS2 Ltd or the nominated undertaker.

Turning specifically to Camden, the Promoter recognises the role that the Kings Cross Skills Centre has played in the London Borough of Camden and sees potential to build on this model to deliver HS2's objectives in relation to skills and employment, and the potential to integrate with other projects in the future (for example Crossrail2). The Promoter is willing to offer the following assurances:

- 7.1 *The Secretary of State will require the Promoter to actively engage with the London Borough of Camden regarding the development of a Euston construction skills centre (building, as appropriate, on the Kings Cross skills centre). Subject to agreement of full terms, to include: an audit of existing accounts (if appropriate); governance; objectives and performance measures, the Secretary of State will require the nominated undertaker to make a contribution up to a maximum of £4,100,000. ("the Contribution") towards the cost of the construction (if required), property costs, fitting out and ongoing running costs of the skills centre.*
- 7.2 *The objectives referred to in assurance 4.1 should include, but not be limited to: the provision of advice and information on finding work in the construction industry local to Euston, and the*

¹ This section to be taken forward in a more detailed bipartite agreement

provision of training and apprenticeships relevant to the HS2 project for people who are out of work or carrying out unskilled work.

7.3 On the 9th year following the opening of the construction skills centre (or earlier by agreement) the Secretary of State will consider further funding for the ongoing provision of this facility. In consideration of further funding the Secretary of State will review:

7.3.1 Whether the objectives of the skills centre have been met

7.3.2 Whether performance targets have been met

7.3.3 Recommendations from the Euston Station Strategic Redevelopment Board (or equivalent)

7.3.4 Additional funding sources including other developers operating in the Euston Area

7.4 The Contribution will be payable to the London Borough of Camden and must be used solely for the purposes of funding a construction skills centre within the Euston area. The Contribution shall be paid following agreement of the full terms on the date agreed as a single payment to the London Borough of Camden in full and final settlement of any future claim by the London Borough of Camden in respect of a construction skills centre or mitigation relating to employment and training that the London Borough of Camden consider to be required as a consequence of construction of the Proposed Scheme. In the event that the Contribution or any part thereof payable pursuant to clause 7.1 of this assurance is not applied towards the purposes set out in the agreement referred to in 7.1 within fifteen years of the receipt of the Contribution to refund to the Secretary of State such unexpended contribution or part thereof (as the case may be) together with interest thereon calculated at the base rate of such Bank as to be agreed in the detailed agreement from time to time from the date of such payment until the date of repayment.

7.5 The Secretary of State will require the Nominated Undertaker, insofar as it is lawful to do so, to consider equality of opportunity in order to encourage the recruitment of local, disadvantaged or under-represented groups in the London Borough of Camden. The Secretary of State will require the Nominated Undertaker to work with the London Borough of Camden prior to the commencement of the HS2 works to agree a target for apprenticeships in the Camden area to connect local people from the Camden area to jobs in the construction of the high speed railway in the Camden area.

8. Business mitigation

As set out above, we recognise that the work to construct HS2 in Camden has the potential to have negative impacts on businesses. We are therefore taking steps to mitigate those impacts.

The Government has made available two funds to add benefit over and above committed mitigation and statutory compensation to communities and local economies along the line of route that are demonstrably disrupted by the construction of HS2. These are the **Community and Environment Fund (CEF)** and the **Business and Local Economy Fund (BLEF)**. Both funds will be available to support projects in Camden.

There are two types of CEF grants to fund smaller, local projects (up to the value of £75,000) and more strategic projects benefiting multiple communities along the line of route (from £75,000 up to a maximum of £1 million per project). The BLEF is to support projects which will help maintain business activity in local communities and it provides capital or revenue grants from £10,000 up to a maximum of £1 million.

In addition, HS2 Ltd is committed to requiring its contractors to participate in a Community Investment Programme (CIP), similar to that which Crossrail has in operation and in doing so HS2 Ltd is currently working on the scope of its CIP for inclusion in works instructions to be ready for the invitation to tender (ITT) process that will begin in 2016.

We are able to offer further commitments to LB Camden to supplement the route wide measures. The Promoter is willing to offer the following assurances relating to businesses:

8.1 The Secretary of State will require the nominated undertaker to consult the London Borough of Camden on the development of a business support strategy, which will be subject to review by the EIPB. This strategy will include consideration of:

- a. Engagement with business pre construction*
- b. Engagement of business during construction*
- c. Business promotion and marketing*
- d. Support for businesses and business operations that may be affected by the HS2 works*
- e. Wider business support activities*

8.2 The Secretary of State will provide assistance to existing businesses within the London Borough of Camden area to find suitable alternative premises as a result of needing to move due to the Proposed Scheme to find suitable alternative premises. The Secretary of State will establish an agency service at his expense (or that of his Nominated Undertaker). The agency service will:

- help firms identify their property needs;*
- advise firms on what suitable property might be available; and*
- establish close contacts with property agents, landowners, developers and local authorities to ensure that reliable and effective information is provided.*

The agency scheme is expected to be established to commence work at last one year before construction of the main works begin.

9 Open Space²

As we have long recognised, the HS2 works will remove or impact some of the existing open space in the area around the proposed station. The HS2 Ltd will take steps to create a range of new or improved open spaces appropriate to the needs of potential users, location and local character, and will include civic spaces and public realm, play space and local green spaces.

HS2 Ltd wants to ensure that replacement and enhanced open space is at least equivalent to the open spaces to be lost in terms of quantity and quality, and is in a suitable location, in accordance with paragraph 74 of the National Planning Policy Framework. HS2 Ltd is also seeking to mitigate the temporary loss of open space associated with the construction of HS2, through support for the positive use of any vacant spaces for temporary open space uses. HS2 Ltd and London Borough of Camden recognise that the following assurances achieve these objectives.

Trees

The Promoter has an existing commitment to undertake extensive tree planting along the route of the project. However, the Promoter understands the importance to the LB Camden of trees that are lost in consequence of the authorised works being replaced locally in order to mitigate any impact on the local community.

The Promoter is willing to offer the following assurance:

In this assurance:

- | | |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| “London Borough of Camden” | excludes Regent’s Park; |
| “lost trees” | means those trees in the London Borough of Camden removed by the Nominated Undertaker in consequence of the authorised works; |
| “replacement trees” | means new trees to be planted in the London Borough of Camden to mitigate the loss of the lost trees. |

9.1 Subject to paragraph 9.3, the Promoter will require the Nominated Undertaker to secure provision of the number of suitable replacement trees to replace the same number of lost trees.

9.2 The Promoter will require the Nominated Undertaker to maintain a record of the number of the lost trees and of those replacement trees planted by the Nominated Undertaker.

9.3 Insofar as it is not reasonably practicable for the Nominated Undertaker to plant the same number of replacement trees on land within its control to replace all the lost trees, the Promoter will require the Nominated Undertaker to:

² The trees and open spaces provisions are to be contained in a formal bipartite agreement as they contain financial provisions and obligations on the part of the Council.

9.3.1 invite the Council to identify appropriate locations for further replacement trees; and

9.3.2 fund the cost to the Council of providing suitable replacement trees in accordance with the London Borough of Camden's policies on tree replacement, so far as such replacements and costs are reasonable;

9.3.3 with a view to achieving the same number of replacement trees at appropriate locations in the London Borough of Camden to replace the number of lost trees.

9.4 The Promoter will require the Nominated Undertaker to undertake regular reviews and estimates of the numbers of lost and replacement trees throughout the design and construction phases of the authorised works and to engage actively with the Council with a view to ensuring that replacement trees are planted, whether by the Nominated Undertaker or by the London Borough of Camden, as soon as is reasonably practicable and are of a size and species appropriate for their locations. It is acknowledged that planting of replacement trees should commence as soon as reasonably practicable after Royal Assent.

9.5 The Promoter will require the Nominated Undertaker to use reasonable endeavours when designing and constructing the authorised works in and around Euston Square Gardens to preserve the existing tree line around the edge of those Gardens during construction.

9.6 These arrangements will be set out in an agreement between the Secretary of State or Nominated Undertaker as appropriate and the London Borough of Camden.

Improvements to Existing Open Space and Play Spaces

The Promoter has been engaging with the London Borough of Camden for several years regarding the provision of open space during the construction of the authorised works. The Promoter very much welcomes this useful ongoing engagement with the London Borough of Camden which has facilitated the identification of sites in the Euston area which can be improved to mitigate the impact of the construction of the authorised works on the local community.

The Promoter is willing to offer the following assurances regarding temporary open space provision:

9.6 The Secretary of State will enter into an agreement ('the Agreement') with the London Borough of Camden in a form agreeable to both parties (acting reasonably) which provides, amongst other things (including details of how scope of works and costs will be agreed under paragraph 9.7) for the matters set out in paragraphs 9.7 to 9.18.

9.7. The Promoter will require the nominated undertaker to fund improvements to the following open spaces in order to mitigate the impact of the construction of the authorised works on the local community:

- *Munster Square*
- *Hope Gardens*
- *Clarence Gardens*
- *Cumberland Market*
- *Amphill Estate*
- *Lancing Street*

The scope of work for the improvement works referred to in this paragraph will be agreed between the Promoter and the London Borough of Camden.

9.8. The Promoter will require the Nominated Undertaker to fund the London Borough of Camden's reasonable proposals for improvements to existing open spaces and play spaces (other than those listed in paragraph 9.7 above) in order to mitigate the impact of the construction of the authorised works on the local community. The funding referred to in this paragraph is capped at £2m (of which £500,000 is intended for use in providing nature conservation enhancements.

9.9 The Promoter will require the Nominated Undertaker to give proper consideration to opportunities for implementing and/or funding the London Borough of Camden to implement signage and wayfinding to existing and new open spaces and play areas.

The Promoter welcomes the London Borough of Camden's sharing of their recent positive experiences regarding the Kings Cross development and understands the importance to the London Borough of Camden of the Promoter making construction site space available to the local community as open space when it is not required for the construction of the authorised works.

The Promoter is willing to offer the following assurances regarding the creation of such temporary open spaces:

9.10. The Promoter will require the Nominated Undertaker to liaise with the London Borough of Camden throughout the design and construction of the authorised works with a view to identifying opportunities on land within the Nominated Undertaker's control for, and implementing the provision of, temporary open space during the authorised works to mitigate that lost to the community in so far as it does not impact the timely, economic and safe delivery of the railway or create a safety risk to the community.

9.11 Insofar as is reasonably practicable and does not create any safety risk to the community or risk to the construction programme for the authorised works, the Promoter will require the Nominated Undertaker to take advantage of opportunities to create short-term areas of open space and play space on sites that are temporarily not required for construction of the authorised works.

Ensuring quality of open space provided

9.12 The Promoter will require the Nominated Undertaker to actively engage with the London Borough of Camden to ensure the provision of high quality permanent replacement open space and play space within the design for the authorised works in the London Borough of Camden in so far as is reasonably practicable within the limits of the Bill and without impacting the timely and economic delivery of the railway.

Specific improvements to permanent open space

The Promoter has been engaging with the London Borough of Camden for several years regarding the provision of permanent open space following the completion of the authorised works. In order to mitigate the impact on the local community and further to this engagement with the London Borough of Camden, the Promoter identified and included an additional open space to the north of the station in the revised AP3 scheme. The Promoter has been engaging more intensively with the London Borough of Camden on permanent open space provision since the publication of the revised AP3 scheme. The Promoter welcomes the positive engagement from the London Borough of Camden and the useful suggestions that have been forthcoming regarding how the London Borough of Camden sees these spaces best working.

The Promoter is willing to offer the following assurances regarding permanent open space provision:

9.13. The Promoter will require the nominated undertaker to fund improvements to the following open spaces:

9.13.1 Land alongside Langdale open space

The scope of work for these improvement works will be agreed between the Promoter and the London Borough of Camden.

9.14 The Promoter will require the nominated undertaker to explore the following as part of the detailed design process:

9.14.1 Decking over of a portion of the taxi rank alongside the Northern open space

Green and open space along pedestrian and cycle routes

9.15 The Agreement will provide for the payment by the Secretary of State to the London Borough of Camden of a financial contribution up to a maximum of £3m ('the Contribution') towards the cost of developing the following within the London Borough of Camden:

9.15.1 creation of open space through green infrastructure and other enhancements of Phoenix Road potentially including a linear park and nature conservation measures (to be determined by the London Borough of Camden)

9.15.2 creation of open space through green infrastructure and other enhancements to the pedestrianized section of North Gower Street

9.16 The Contribution will be payable to the London Borough of Camden and must be used solely for the purposes of funding the enhancements in accordance with paragraphs 7.16.1 and 7.16.2 of these assurances within the London Borough of Camden ('the Enhancements') or (if those enhancements are not, as a result of the response to consultation with the local community, not taken forward by the London Borough of Camden), then the Contribution may be used for other similar enhancements in the vicinity, including as a minimum, enhancing the walking route between Euston Station and St Pancras Station.

9.17 The Contribution shall be paid in accordance with the terms agreed by the Secretary of State in the Agreement:

9.17.1 the London Borough of Camden will obtain any necessary consents for the delivery of the Enhancements;

9.17.2 the enhancements will (subject to the obtaining of consents and to the response of the local community to consultation) include a pedestrian route down Phoenix Road to link HS1 and HS2 the parameters of which should be agreed by HS2

9.17.3 following Royal Assent, the Contribution will be paid as single payment to the London Borough of Camden in full and final settlement of any future claim by the London Borough of Camden against the Secretary of State arising from the HS2 Bill in respect of the HS2 works in the London Borough of Camden affecting the quantum or quality of public open spaces in the London Borough of Camden; and

9.17.4 the London Borough of Camden will use reasonable endeavours to construct and have open for public use the pedestrian and cycle route in clause 8.16 on or before the opening of High Speed 2 for public traffic; and

9.17.5 the Agreement will include a mechanism for resolving disputes.

10. Residential mitigation

HS2 Ltd have always recognised that the construction of HS2 will impact on housing in Camden. HS2 Ltd have schemes in place to compensate or buy out private property owners, and has already taken steps to replace lost social housing stock. Specifically, HS2 Ltd has reached agreement with LB Camden to fund the re-provision of 136 social rented homes that will be lost during construction – 66 homes will be provided as part of a redevelopment of Regents Park Estate (which will involve the development of eight sites in two phases) and 70 homes will be provided as part of the redevelopment at Netley Primary School.

Through the process of negotiation, LB Camden have identified further areas which might be impacted by the works and could require remedial work. Whilst these properties have not previously been identified through HS2's own assessment, we accept that it is reasonable for LB Camden to ask us to broaden our consideration given the specific circumstances of the way the HS2 scheme impacts on this area and the nature of the dwellings in question.

In order to resolve the issue, the Promoter is willing to offer the following assurances:

Noise mitigation

10.1 In line with the Draft Code of Construction Practice and Environmental Minimum Requirements, the Promotor has identified 1025 properties identified in Volume 2 of the SES2 and AP3 ES, section 14.3 which have been assessed as being significantly affected by HS2 construction noise and will therefore qualify for noise mitigation in accordance with HS2 policy. The Nominated Undertaker will develop a construction noise mitigation package for those properties identified in 10.1, giving due consideration to ventilation, in consultation with the London Borough of Camden. The package of measures available will be agreed with the London Borough of Camden.

10.2 The process of consultation and pre-installation survey works should commence in Spring 2016 to enable installation of the noise insulation mitigation to those properties in line with the commitments referred to in 10.3 below.

10.3 Any ventilation to be installed by the Nominated Undertaker will be consistent with the specifications in the Noise Insulation Regulations, will be installed if agreed with the London Borough of Camden and the householder so that any additional requirements of relevant Building Regulations relating to the ventilation of dwellings are complied with in respect of the dwelling in question and will have regard to the obligations of landlords to maintain properties in ways which comply with the Housing Health and Safety Rating System (HHSRS) and be installed accordingly.

10.4 The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to ensure, subject to securing the necessary access and consents (and the construction timetable), that those qualifying properties have the appropriate mitigation installed before commencement of those 'HS2 Works' that trigger the need for noise insulation.

Additional surveys and mitigation upon qualification

10.5 The Nominated Undertaker, in consultation with the London Borough of Camden, will commission a suitably qualified and experienced person to carry out an independent survey of an additional group of

residential properties whether or not they have been identified in the ES as being subject to significant effect/likely to require noise insulation. The surveys will apply to a representative sample, as agreed by the Nominated Undertaker and LB Camden, of those properties in the following areas: (i) within the area bounded by Augustus Street, Robert Street, Hampstead Road and Granby Terrace, including any properties directly facing onto Robert Street and Augustus Street, but excluding the replacement housing being built by LB Camden (ii) within the Amptill Estate, bounded by Eversholt Street to the north of Calgarth, Lidlington Place and Hampstead Road (iii) the Camden Cutting Area including Mornington Terrace and Delancey Street]. The Promoter will use reasonable endeavours to complete the independent surveys to enable installation pursuant to 10.4. This survey is required due to the perception that these properties would be particularly vulnerable to increased noise due to the design and condition of the buildings. The survey will consider the likelihood of acoustic mitigation being required due to the anticipated effects of HS2, and in accordance with the HHSRS the acoustic and ventilation performance of existing windows and doors facing the works (or a highway carrying construction traffic) and the ventilation otherwise available in the properties in order to assess the risk of the build-up of excess heat or damp/mould through inadequate ventilation.

10.6 In the event that the independent survey identifies that due to the particular design and the current condition of the property, and the predicted effects of the Proposed Scheme, the occupiers are likely to experience significant detriment to their occupancy as a result of the HS2 works with regard to noise and insufficient ventilation, the nominated undertaker will seek to agree with the London Borough of Camden appropriate remedial measures having regard to the duties of LB Camden, including the HHSRS. These measures may include improved ventilation, without other elements of the noise insulation package. Any ventilation to be installed by the Nominated Undertaker will be consistent with the specifications in the Noise Insulation Regulations and will be installed if agreed with the London Borough of Camden and the householder so that any additional requirements of relevant Building Regulations relating to the ventilation of dwellings are complied with in respect of the dwelling in question.

10.7 The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to ensure, subject to the necessary access and consents (and the construction timetable), that those qualifying properties have the appropriate mitigation installed before the commencement of those 'HS2 Works' that trigger the need for mitigation.

10.8 Where impacts change or in circumstances where a property has not been identified at this stage but can be demonstrated that there are similar circumstances as outlined above then an independent survey will be commissioned to assess the requirement for appropriate noise and/or ventilation mitigation which will be installed if necessary.

10.9 All costs of the provision of noise insulation, making good, maintenance and running costs of mechanical ventilation units or any other electrical items provided under this paragraph 10 are to be borne by the Nominated Undertaker for the duration of the relevant HS2 works. The costs of removal of the noise mitigation and making good where requested or required (for example in relation to listed buildings) is to also to be borne by the Nominated Undertaker.

Consideration of special cases

10.10 The Secretary of State will consider special cases including night workers, those needing a particularly quiet home environment to work in, or those that have a medical condition which will be seriously aggravated by construction noise, to be considered on a case by case basis. Whilst these discretionary arrangements only apply to residential properties, buildings which may be particularly sensitive to noise (including, commercial, educational and community) will be subject to individual consideration by the nominated undertaker on the application of anybody or person responsible for, or holding a legal interest or estate in, any such building.

Cartmel

10.11 Recognising the special circumstances of occupiers of the the six ground floor properties fronting Hampstead Road in Cartmel, the Nominated Undertaker, in consultation with the London Borough of Camden, will commission a suitably qualified and experienced person to carry out to conduct an independent evaluation of the HS2 assessments in relation to these properties taking into account the latest construction and operational information and the statutory duty to make reasonable adjustments in accordance with the Equalities Act 2010. The Nominated Undertaker will use reasonable endeavours to complete the evaluation by end April 2016.

10.12 The results of the above evaluation will be shared with the London Borough of Camden on an open and transparent basis.

10.13 Following the evaluation the Nominated Undertaker will engage actively with the London Borough of Camden and residents of the relevant properties to seek to agree appropriate mitigations. This will include consideration of the need for permanent or temporary relocation.

10.14 The implementation of any further mitigations, such as rehousing, will be subject to the further agreement of terms with the London Borough of Camden.

Engagement and Review

10.15. The Nominated Undertaker will, from the date of these assurance continue meaningful and regular engagement with the London Borough of Camden in relation to the Implementation of the provisions of paragraphs 10.1 to 10.13 above. That Engagement will include (but not be limited to) engagement on:

10.15.1. the terms of the independent assessment, survey and evaluations to be carried out under paragraphs 10.1, 10.4 and 10.9 above;

10.15.2. the details of any acoustic installation or ventilation mitigation to be installed and in particular having regard to the requirements in paragraphs 10.3 and 10.5 regarding compliance with HHSRS;

10.15.3 the identification of and installation of remedial measures and mitigation under paragraphs 10.5 and 10.6.

10.16. The Nominated Undertaker will in conjunction with the London Borough of Camden take reasonable steps to review the effectiveness of any acoustic installation or ventilation installed in accordance with this paragraph 10 during the construction period.

11. Effective management of Construction Sites

Throughout the petitioning process, LB Camden has consistently emphasised the importance of proper management of construction sites and the potential for problems if that is not achieved. We agree fully with that assessment, and have always worked on the basis that our plans for site management must be consistent with industry best practice. We also recognise the specific issues which arise given the scale of the works and character of Camden. In addition, further to the assurances in Section 1 about coordination with other projects, we agree that it is important that opportunities to share HS2 construction sites with other major redevelopment projects should be taken.

The Promoter is willing to offer the following assurances:

- 11.1 *The Secretary of State will require the nominated undertaker to use reasonable endeavours to engage with the London Borough of Camden throughout detailed design and construction to identify opportunities for possible meanwhile uses for vacant or blighted buildings resulting from HS2 works in the London Borough of Camden area. Where these opportunities are identified the nominated undertaker will so far as reasonably practicable enable third parties to use the facilities for the duration of the opportunity insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme, and subject to necessary consents and costs being obtained by the third party.*
- 11.2 *The Secretary of State will require the nominated undertaker so far as reasonably practicable to consider opportunities for joint use of construction sites with other construction projects within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme.*
- 11.3 *The Secretary of State will require the nominated undertaker, in carrying out the detailed design of the project, so far as reasonably practicable to maintain permeability through and around construction sites within the London Borough of Camden area .*
- 11.4 *The Secretary of State will require the nominated undertaker so far as reasonably practicable to coordinate activities on and relating to the various construction sites in the London Borough of Camden so as to reduce the combined impact of HS2 construction within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme. This will include, but not be limited to, the coordination of applications for consent under section 61 of the Control of Pollution Act 1974.*

12. Schools

We share LB Camden's view that steps must be taken to ensure that the impacts of HS2 on local schools are mitigated.

We are grateful for the information which has already been provided about the schools. The Promoter will continue to engage with the schools to fully understand any impacts that may occur and identify any reasonable measures to mitigate as identified within the Code of Construction Practice.

In addition to the Code of Construction Practice, and reflecting specific needs in the Camden area, the Promoter is willing to offer the following assurances:

12.1 The Secretary of State will work with the Secretary of State for Education to seek, as far as reasonably practicable, to minimise delays to the consolidation of the Maria Fidelis School sites and impacts on the school. This will include quarterly review meetings between senior officials from the relevant departments and organisations (including the London Borough of Camden) to discuss progress and consider appropriate intervention. Regular reports on the progress of the work will be provided to the London Borough of Camden and Maria Fidelis School.

12.2 The Secretary of State will require the Nominated Undertaker to seek reasonably practicable measures to further reduce or avoid significant effects on schools, in doing so the Promoter will continue to consult the London Borough of Camden and the schools. Such measures could include but are not limited to:

12.2.1 the provision of acoustic installations, including glazing, and associated ventilation;

12.2.2 the provision of air handling equipment;

12.2.3 the provision of high hoardings;

12.2.4 no noisy works being carried out in the vicinity of the school during examination periods;

12.2.5 the use of additional lorry control methods and banksmen.

12.3 Particular regard will be had to the effects on Maria Fidelis School if despite paragraph 12.1 the consolidation of its sites is not likely to be or has not been completed before construction of HS2 commences in the vicinity of the school.

12.4 The Secretary of State will require the Nominated Undertaker and/or its contractors, in accordance with paragraph 6(2) of Schedule 4 to the Bill, to maintain pedestrian access to and from the relevant schools during term time and normal operating hours of the relevant schools save where it is necessary to temporarily suspend access in the case of an emergency or for the implementation of traffic and pedestrian measures.

12.5 The Secretary of State will, during detailed design and during construction planning of the HS2 works in the London Borough of Camden, require the Nominated Undertaker and/or its contractors to consult the local community, the London Borough of Camden and other Stakeholders in the London Borough of Camden in order to develop the Local Traffic Management Plans (LTMPs). These LTMPs will develop mechanisms and requirements for the management of protecting school pupils and other vulnerable road users (including all pedestrians).

12.6 The Promoter will continue to consult the local community, local schools and the Local Education Authority to understand the potential impact of the scheme on schools and

what mitigation might be provided in the event that the construction of HS2 does significantly impact the school or impact on the viability of the school.

- 12.7 The Secretary of State will require the Nominated Undertaker to engage with the London Borough of Camden and schools to fully understand any impacts that may occur and identify and reasonable measures to mitigate as identified within the Code of Construction Practice.*
- 12.8 The nominated undertaker shall engage with the London Borough of Camden prior to completion of the detailed design of the traffic management associated with the construction work at Euston station and elsewhere, with a view to reducing as far as reasonably practicable any disruption caused by such works to the efficient arrival and departure of pupils, staff and other visitor to and from school premises.*
- 12.9 The nominated undertaker shall, in accordance with the Code of Construction Practice, give reasonable advance notice of the construction works taking place around schools to the London Borough of Camden.*

13. Motorcycle club

The Promoter understands the importance of the motorcycle club to the London Borough of Camden and the local community. The motorcycle club is currently accommodated at premises owned by the London Borough of Camden and is run by staff employed by the London Borough of Camden.

The Promoter has been working with the London Borough of Camden over a number of years to assist the London Borough of Camden in identifying potential locations for the motorcycle club and has shared a number of suggestions with the London Borough of Camden.

In view of the importance to the London Borough of Camden and the local community of the motorcycle club, the Promoter proposes to offer the following assurance:

13.1 The Secretary of State will enter into an agreement ('the Agreement') with the London Borough of Camden in a form agreeable to the Secretary of State (acting reasonably) which provides for the Secretary of State to require the Nominated Undertaker, at the appropriate time, to:

- 13.1.1 work with the London Borough of Camden to locate a suitable alternative facility for the Motorcycle Club; and*
- 13.1.2 fund the reasonable costs up to £160,000 to the London Borough of Camden of fitting out the facility for the purposes of its use by the Motorcycle Club; and*
- 13.1.3 for the London Borough of Camden to be able to use the £160,000 for other community facilities, should a suitable alternative facility not be found (in that case the £160,000 to be set off as appropriate against any claim for compensation made by the London Borough of Camden in relation to the compulsory acquisition of Silverdale Tenants Hall.*

14. Escalation of concerns

In these assurances, there are a number of requirements on the nominated undertaker to do things on an ongoing basis. HS2 Ltd recognise the London Borough of Camden's special position as the local authority for the Euston area so it is appropriate for the London Borough of Camden to be able to escalate any reasonable concerns they have about the frequency or timeliness of meeting those requirements.

The Promoter therefore gives the following assurance:

14.1 Where the London Borough of Camden has concerns about the nominated undertaker not doing any of the things mentioned in paragraph 14.4 frequently enough or timeously, then it may invoke the procedure set out in paragraph 14.5 and the nominated undertaker must follow it.

14.2. The London Borough of Camden and the Nominated Undertaker shall use all reasonable endeavours to cooperate with each other and to resolve amicably all issues arising between them relating to the subject matter of this paragraph 14.

14.3 The procedure is:

14.3.1. The London Borough of Camden must notify the nominated undertaker in writing setting out its concerns and making clear what steps it expects the nominated undertaker to take and when and stating that the notification is given under this paragraph.

14.3.1. Unless the Nominated Undertaker considers the notification is frivolous or vexatious, it must, no later than 28 days after the receipt of the notice, respond to it in writing setting out what steps (if any) it proposes to take in response to the notice and explaining why, if appropriate, it does not intend to take the steps expected of it by the London Borough of Camden.

14.3.3. If the London Borough of Camden is dissatisfied with the response it may require by notice in writing the issue to be considered by a director of the Nominated Undertaker or person of comparable seniority and if it is dissatisfied with the outcome of that consideration, to the Secretary of State.

14.4. This paragraph 14 applies to the following:

14.4.1. the undertaking of community engagement under paragraph 4.1;

14.4.2 any engagement or consultation with the London Borough of Camden required under any of the assurances;

14.4.3. keeping stakeholders informed of progress under paragraph 4.6.4;

14.4.4. attending regular meetings with the Nominated Undertaker and its contractors, local authority, local community and other stakeholders under paragraph 4.6.4;

14.4.6. reporting to EIPD about waste under paragraph 5.5;

14.4.7 the production and updating of site specific traffic management measures under paragraph 6.6;

14.4.8 working with the London Borough of Camden to ensure a coordinated approach to traffic management, and reviewing plans under paragraph 6.11.

15. Engagement with the London Borough of Camden

In these assurances, there are a number of requirements on the Promoter and the nominated undertaker to engage with the London Borough of Camden. HS2 Ltd recognise that it is appropriate for the engagement process to be a meaningful one in which the reasonable views of the London Borough of Camden are taken into account properly.

The Promoter therefore gives the following assurance:

15.1 Where under any of the assurances the Promoter or the Nominated Undertaker is required to engage with the London Borough of Camden, the process of engagement with the London Borough of Camden shall be carried out in good faith and shall include but not be limited to the following requirements:

15.1.1 the London Borough of Camden must be given the opportunity to comment on proposals and to make proposals of its own;

15.1.2 the Nominated Undertaker must consider comments made by the London Borough of Camden unless it reasonably considers them to be frivolous or vexatious;

15.1.3 the Nominated Undertaker must take reasonable steps to provide reasons to the London Borough of Camden in cases where it does not agree with any reasonable recommendation of the London Borough of Camden.

16. Interpretation

In these assurances:

“the Nominated Undertaker” means the relevant nominated undertaker appointed under the Bill as enacted and, in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd;

“the Promoter” means the Secretary of State for Transport

THIS PAGE INTENTIONALLY LEFT BLANK