Schedule 17 - Plans and Specifications Written Statement

Document no: 165033-SKA-STM-EMF-000001 P02

Revision	Author	Reviewed by	Approved by	Date approved	Reason for revision
P01	Travis Wilcox	Ryan Huxford	Ryan Huxford	March 2023	First Issue
P02	Travis Wilcox	Ryan Huxford	Ryan Huxford	March 2023	Revisions following HS2 comments

Security classification: OFFICIAL

HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

Camden Council

Construction of a new façade to the western face of the parcel deck to Euston mainline station

Schedule 17 Plans and Specifications Written Statement for Information

HS2 Consents Register Reference No. LBC.PS.10017

Document Reference: 165033-SKA-STM-EMF-000001 P02

Contents

List of Tables

1 Introduction

1.1 Background Information

1.1.1 Alterations are required to the existing London Euston Station to facilitate the new High Speed 2 (HS2) terminal currently being designed and built on the existing Station's western flank. To create space for HS2, part of the west side of the existing station needs to be vacated, stripped out and demolished to expand the demolition zone provided by an initial phase of HS2 Enabling Works.

1.1.2 As part of these works it will be necessary to provide a new façade to enclose the retained parts of the upper part of the existing building, known as the Parcel Deck, following demolition of the areas west of the demolition cut line. This new façade is the subject of this Schedule 17 application.

1.1.3 The scope and content of this Written Statement is a description of the works for approval and an outline of all the information required for this schedule 17 Plans & Specifications submission. Other Schedule 17 submissions will be made for other works as necessary.

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	*c/o Agent:* Jonathan Binks Hardwick House, Eversholt Street, London, NW1 1RZ
Site Address	Euston Station (West), NW1 2RS The works are located at; X (Easting): 529388, Y (Northing): 182781
Description	Plans and Specifications submission under Schedule 17 to the High-Speed Rail (London – West Midlands) Act 2017 for works comprising: The installation of a new façade to the west face of the parcel deck to Euston mainline station.

1.2 Terms of Reference

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

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

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

1.3 Introduction to High Speed 2

1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands, and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger, and freight services.

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

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

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

1.4.1 The Act provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission.

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

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

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

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

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

Table 2: Schedule 17 Plans and Specifications Submission Details

Site	Details
Plans and Specifications (Permanent works)	• Alterations to the West face of the Parcel Deck Envelope • Installation of a New façade to the West Face • Materials & Finishes

1.4.6 The works to which this application relates, and the cumulative impact of the works in conjunction with other HS2 development, have been assessed and are compliant with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles[1].

1.5 High Speed Two: Code of Construction Practice

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

1.5.2 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the Code of Construction Practice, and with the Class Approval issued by the Secretary of State (March 2017)[2].

[1] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf
[2] https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-act-2017-class-approval

1.5.3 The Schedule 17 Statutory Guidance issued by the Secretary of State (updated in May 2021) [3] provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 22 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify or replicate controls already in place such as the Environmental Minimum Requirements.

1.6 Structure of Written Statement

1.6.1 This Written Statement is structured as follows:

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

[3] https://www.gov.uk/government/publications/high-speed-rail-london-to-west-midlands-act-2017-schedule-17-statutory-guidance

2 Site Location and Characteristics

2.1 Site Location

2.1.1 Euston Station is the southern terminus of the West Coast Main Line, the UK's busiest inter-city railway. Euston is the fifth-busiest station in Britain and the country's busiest inter-city passenger terminal, being the gateway from London to the West Midlands, Northwest England, North Wales and Scotland. The area around Euston Station supports a wide variety of uses typically found in inner-city locations. Figure1(below) shows Euston Station in relation to other near-by landmarks.

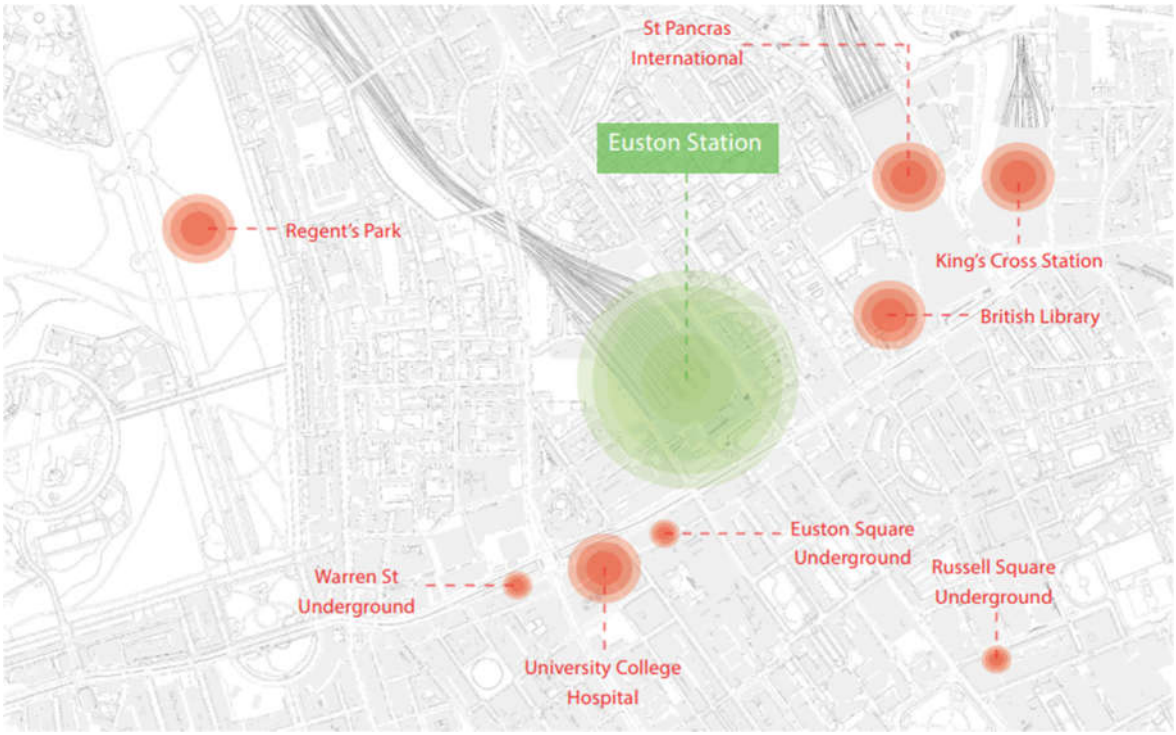


Fig 1: Euston Station in the Context of London

2.1.2 Intercity express passenger services are operated by Avanti West Coast and overnight services to Scotland are provided by the Caledonian Sleeper. London North-western Railway and London Overground provide regional and commuter services. Trains run from Euston to the major cities of Birmingham, Manchester, Liverpool, Glasgow, and Edinburgh. It is also the mainline station for services to and through Holyhead for connecting ferries to Dublin.

Local suburban services from Euston are run by London Overground via the Watford DC Line which runs parallel to the WCML as far as Watford Junction. Euston tube station is directly connected to the main concourse, while Euston Square tube station is nearby. The Northern Line and Victoria Line connect Euston Tube Station to the rest

of London. King's Cross and St Pancras railway stations are about 0.5 miles (0.8 km) east along Euston Road.

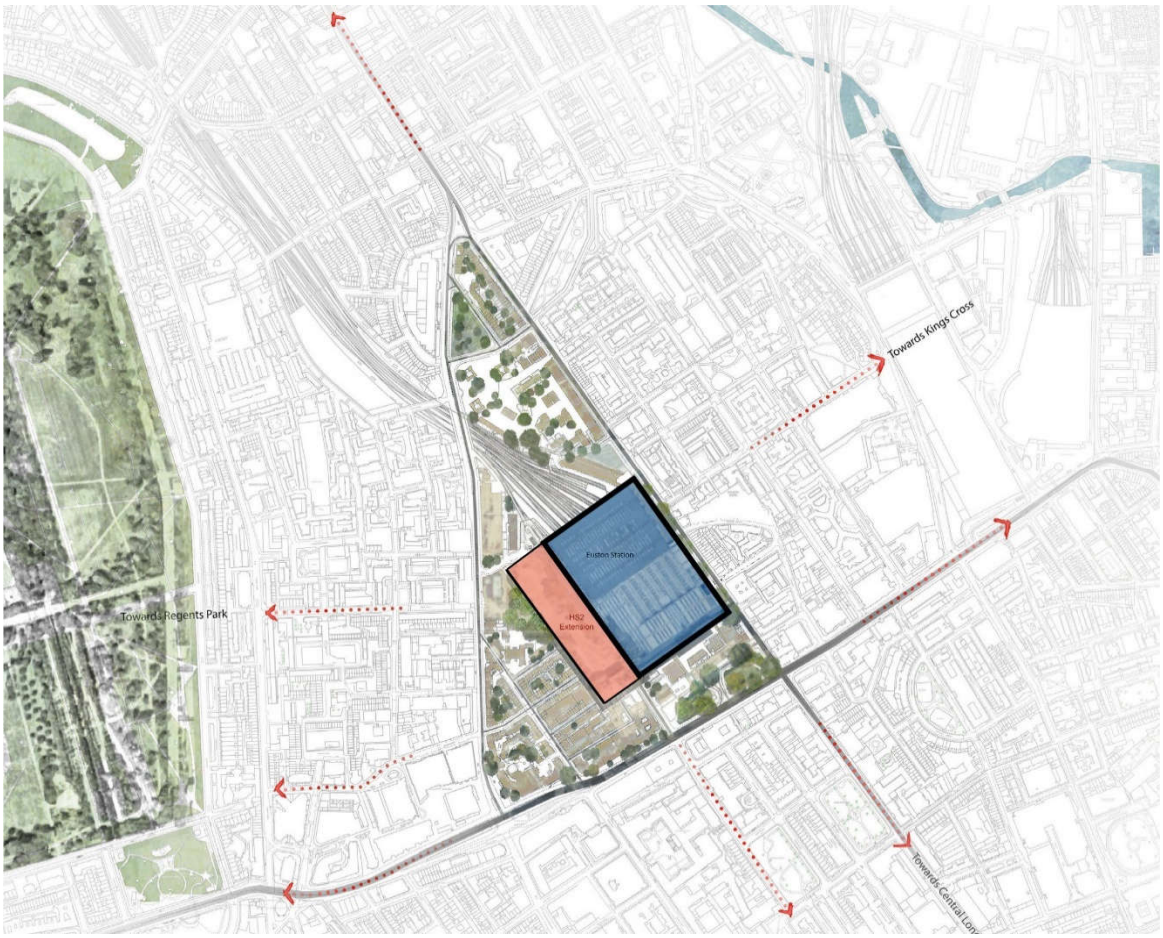


Fig 2: Station Location Plan (Euston mainline station in blue)

Network Rail (NR) On-Network Works (ONW) has been remitted by HS2 Ltd to decommission and relocate operational assets from the existing NR Euston Station in the footprint identified in Fig 3 to facilitate the HS2 project. This allows for the entire footprint of the HS2 station to be built adjacent to the conventional NR Euston Station in one stage. This is to be done whilst NR maintain and operate a safe and reliable railway and station.

Key Note: This Schedule 17 application is one of several Schedule 17 Applications proposed by the ONW Project Team. This application covers a new façade to the western edge of the Parcel Deck at Euston Station. Further applications are planned at a later date to cover works associated with existing Platform 15 & a new Platform 16, a new Trade Reception entrance and a new southern façade to the existing station building.

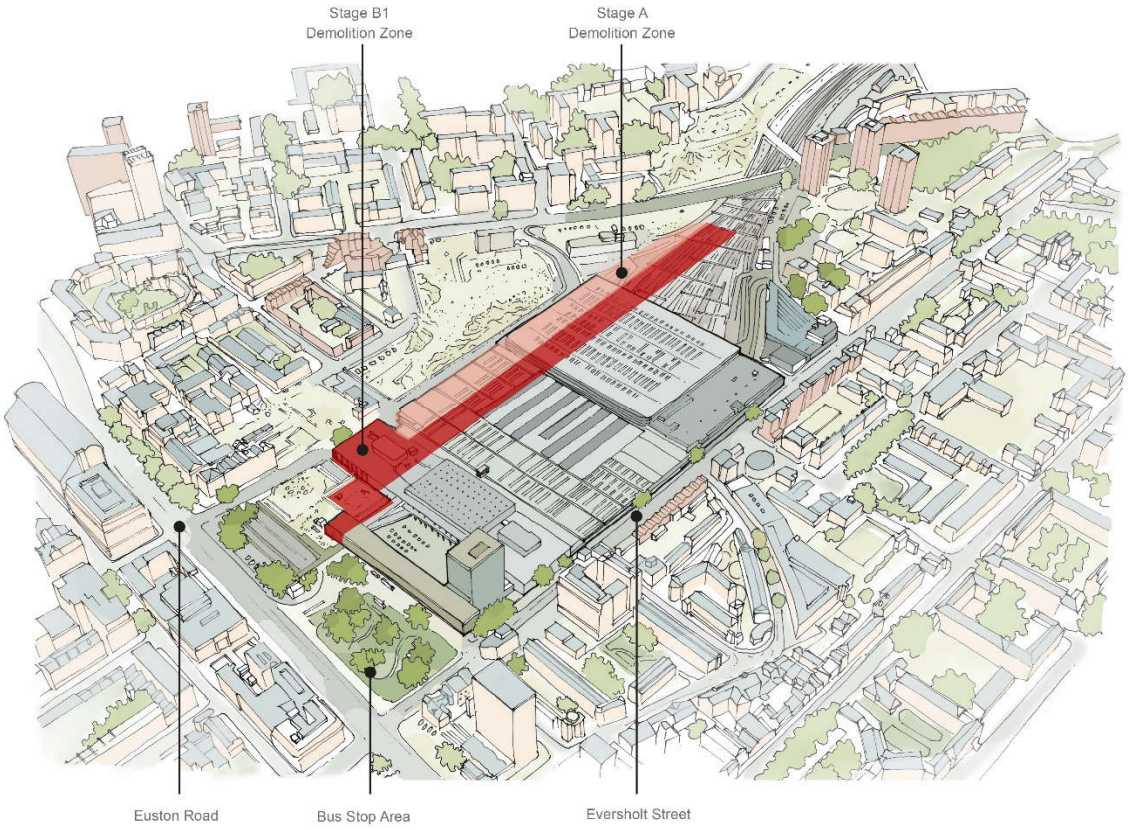


Fig 3: Site Axonometric

2.1.3 The proposals for the proposed façade are designed to enhance the appearance of the building and complement its surroundings.

2.2 Surrounding Highway Network

2.2.1 The application site is contained within the existing Euston Station along the western boundary, with all development seeking consent located within the operational railway. Cardington Street and Melton Street run parallel from North to South, approximately 2m from the boundary of the station envelope.

3 Description of the Works

3.1 Introduction

3.1.1 The works involve alterations to the Parcel Deck envelope made necessary by the partial demolition of the existing structure, to the cut line shown in Fig 4. These demolition works will require a new permanent western façade to protect the remaining parts of the existing station from the elements.

3.1.2 Approval is sought for the installation of a permanent new metal composite façade to act as the western face of the Parcel Deck.

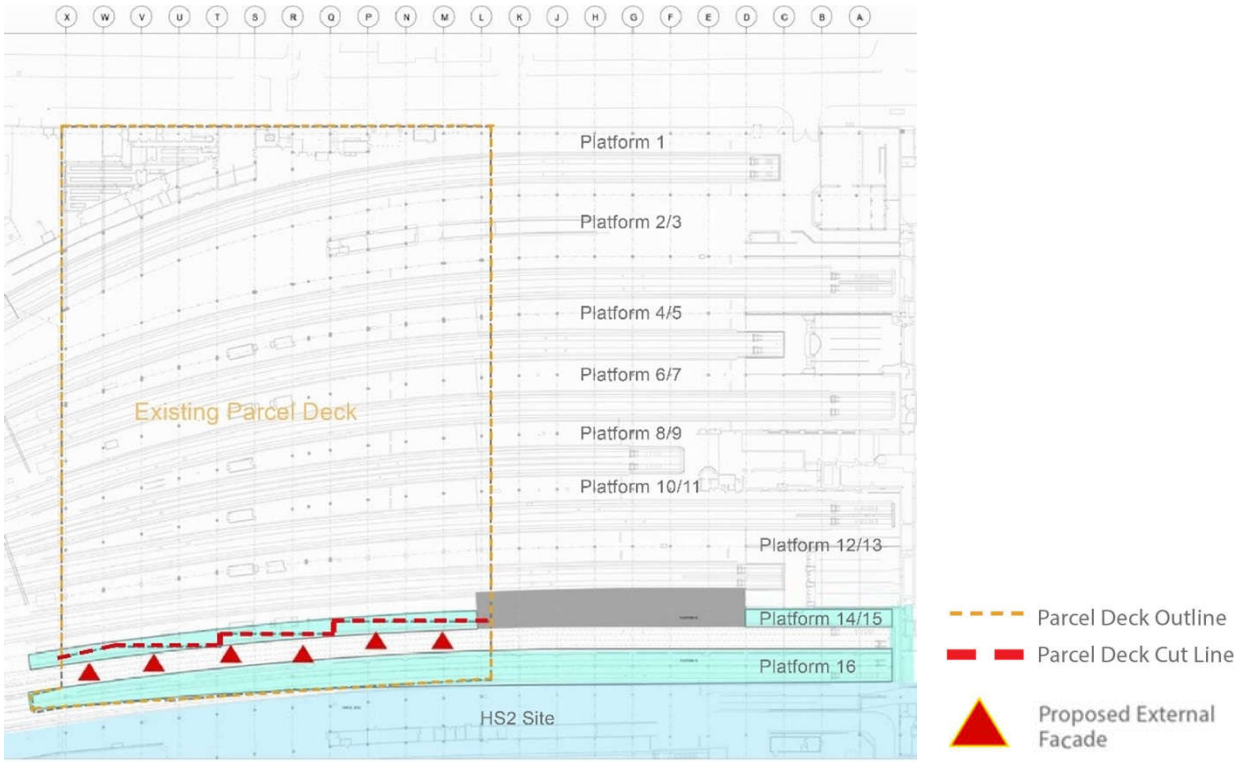


Fig 4: Diagram of the Proposed Works

3.1.3 This Written Statement supports the Schedule 17 submission for the approval of plans and specifications for the new western façade to the Parcel Deck at London Euston Station.

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

3.1.5 Section 3.3 summarises the indicative mitigation relevant to the works being submitted in accordance with paragraph 7.5.2 of the Planning Memorandum.

3.1.6 Sections 3.4 – 3.6 provide information on other aspects of the works to assist in understanding the context of planned construction methodology and how EMR controls apply to the works being submitted for approval. The information in Sections 3.4- 3.6 is not for approval under Schedule 17.

3.2 Works for Approval

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

Works Nos. 1/1 and 1/2 include the reconfiguration and enlargement of Euston Mainline Station and London Underground Euston Station ticket hall.

3.2.2 The works submitted for approval in this application comprise the installation of a new permanent metal composite panel façade along the cutline shown in Fig 4.

3.2.3 The works submitted for approval are described in detail in the following sub-sections:

Buildings and Structures

3.2.4 The work submitted for approval include alterations to the Parcel Deck envelope which will involve the cutting back of the existing structure to a line shown in Fig 4. This new façade is located between the north end of the Parcel Deck at east/west Grid Line X and the south end of the Parcel deck at Grid Line L.. The grid lines and façade plan are shown on the General Arrangement Plan HS2_165033-2405-EUSD-03-DDR-A-140601.

Materials & Finishes

3.2.5 The cladding design for the façade re-uses the TRIMO composite cladding panels which are to be salvaged from the existing façade areas that are to be demolished. The TRIMO composite cladding panels have a non-combustible mineral wool insulation core, steel faced with a grey polyester powder coated (PPC) finish and will be used across the whole of the new façade apart from the louvre band. The louvre

band is an aluminium horizontal continuous-line format louvre integrated to the external façade cladding system, also with a PPC finish.

Fig 5: CGI of proposed Cladding to Western Façade of the Parcel Deck (NB. Future HS2 station not shown)

3.3 Indicative Mitigation

3.3.1 There are no mitigation proposals relevant to the works being submitted for approval.

3.4 Construction Method

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

3.4.2 **Parcel Deck demolition and enabling works**

The Parcel Deck roof fabric will be cut and removed by hand, using MEWP (Mobile Elevated Working Platform) access from inside the building. The individual steel members of the roof structure will be temporarily supported, using a crane based on the western cutline. The steel members will cut, using burning equipment, and lifted from the structure.

The Parcel Deck concrete deck will be demolished using small excavators, located within the structure. The elements of the steel structure will be temporarily supported using a crane and cut using burning equipment. Platform 16/17 will be removed using excavators and the external fire escape staircase will be dismantled using a crane.

All concrete arisings will be crushed to form recycled aggregate and stockpiled on site, for use by the follow-on contractor. All steel arisings will be removed from site.

3.4.3 Parcel Deck cladding installation

The cladding support steel will be installed after the demolition of the roof has been completed. A spider crane will be lifted onto the parcel deck slab, using cranage based on the western cutline. The spider crane will lift the new cladding support steel and cladding panels into place; connections will be undertaken from MEWP access.

The demolition will be undertaken in two phases, with a period of cladding installation after each phase.

3.4.4 Logistics

Access to the works location will be via Cardington Street. All works will be segregated from the public and external stakeholders, using hoarding and vehicle gates. Within the station, a full height acoustic screen will be installed to separate the work area from the operational railway. Materials will be stored on site prior to installation. The welfare facility is located to the south of the site.

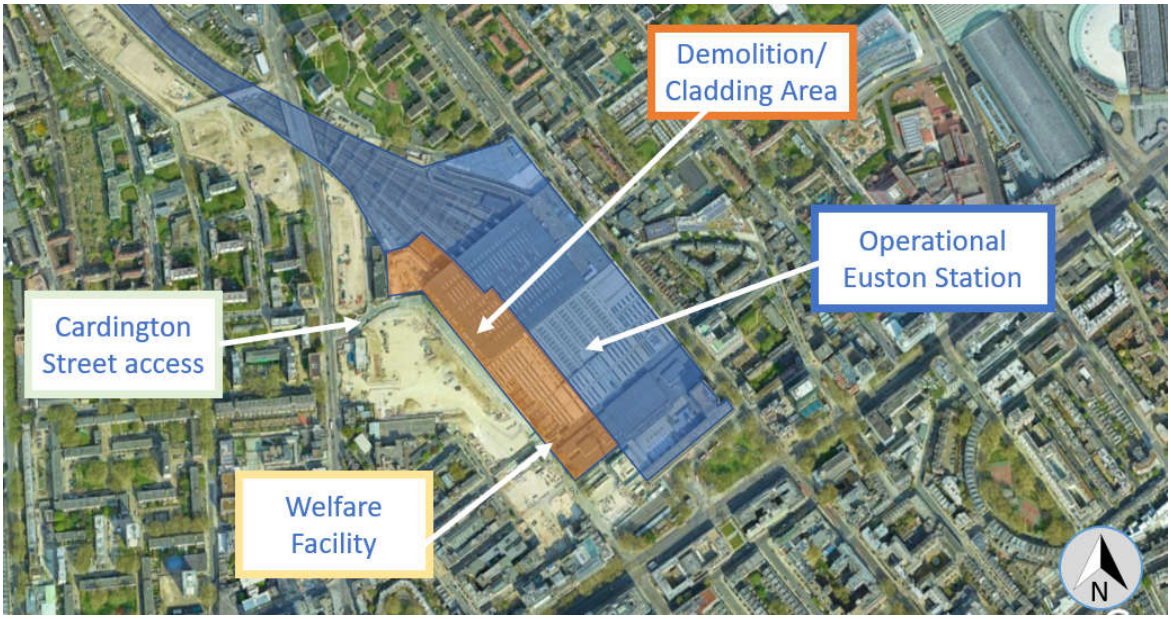


Fig 6: Aerial plan showing access and facilities to the works location

3.5 Archaeology

3.5.1 The HS2 Heritage Memorandum (part of the HS2 Environmental Minimum Requirements) explains that a route-wide generic written scheme of investigation: Historic Environment Research and Delivery Strategy (GWSI: HERDS) has been prepared in consultation with Historic England (HE) and the LPA's. It sets out the research framework and general principles for design, evaluation, investigation, recording, analysis, reporting and archive deposition to be adopted for the design development and construction.

3.5.2 The arrangements for the management of archaeology during construction are not a matter for approval under Schedule 17.

3.5.3 The proposal included works within the existing rail corridor to land that had previously been developed. The site was not considered as a site of archaeological interest. However, it is to be noted that during recent HS2 excavation works in the redevelopment site 40,000 human remains were discovered at St. James's Gardens burial ground which archaeologists identified as also including the remains of Captain Mathew Flinders; the Royal Navy explorer that led the first circumnavigation of Australia. It is believed that more remains may exist under platforms in Euston that might be discovered during the course of the redevelopment.

3.5.4 The HS2 Heritage Memorandum also sets out how the historic environment (including heritage assets and their setting) will be addressed during design. The HS2 Environmental Memorandum sets out the approach to landscape and visual mitigation which takes account of the historic environment.

3.6 Environmental Management During Construction

3.6.1 The Environmental Memorandum (part of the HS2 Environmental Minimum requirements) sets out the arrangements for the management of environmental issues during construction and the Code of Construction Practice (CoCP) sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) which include specific measures by topic, relevant to each relevant local authority area.

3.6.2 Environmental management arrangements during construction do not form part of this request for approval of Plans and Specifications under Schedule 17.

3.6.3 A Preliminary Risk Assessment to identify the potential for roosting features above platform 15 and 16 was undertaken in August 22 by an ecologist from the Temple

Group. The survey concluded that the demolition area has negligible potential for roosting features. No further ecological surveys are therefore required for these works.

4 Design Approach and Rationale

4.1 Design Approach

4.1.1 The façades design falls within the re-development of the platform 15 and 16 area of Euston Station and will provide a focal point for the passenger experience. Following the partial demolition of the parcel deck a new façade will be required to enclose the west elevation of the retained space as well as to provide weather protection for the structural elements. The future HS2 station would obscure views from the west, although the north elevation would be visible from Hampstead Road above the bridge parapet.

4.1.2 The design intent is for a vertically delineated elevation, interrupted only by strong horizontal louvered ventilation bands. The proposed materials and equipment selected for this project have been identified and chosen to meet the minimum design life required by NR with reference to Network Rail - Managed Stations Design Guide, Section 4.17 for guidance on the design life of building components.

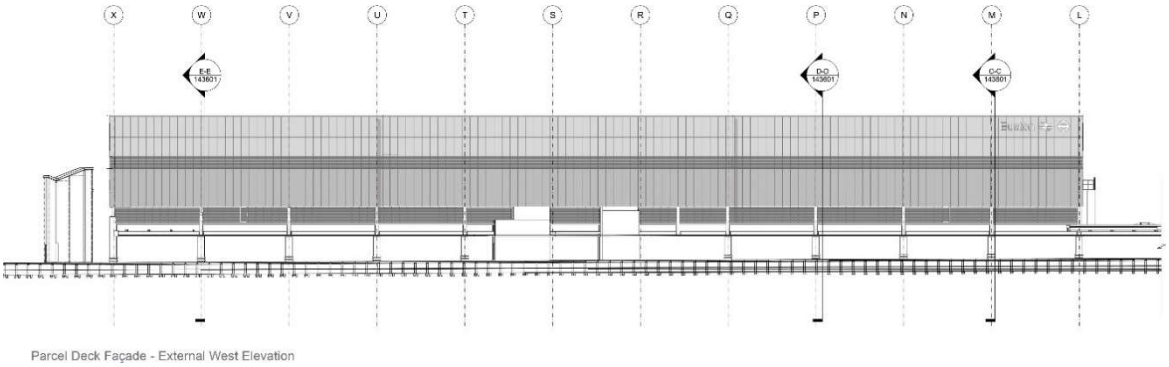


Fig 7: Proposed Parcel Deck Façade Elevation

4.1.3 The HS2 Enabling Works are scoped to achieve a life expectancy in line with NR Standards (60 years). The manufacturer's recommended maintenance and replacement regime is to be followed to ensure that the design life of the equipment as defined by the manufacturer is achieved.

The new cladding option is based on a split façade section design and, where possible, aims to re-use the existing west facing façade panels and louvres in their current size. The configuration of the new façade consists of (from top to bottom) 2 existing light grey TRIMO panels stacked above each other, one measuring its current existing height of 2711mm and the other shortened to 2426mm. Beneath these two bands of cladding panels are a set of existing louvres measuring 1500mm in height which help to provide ventilation to the Parcel Deck internal space. Finally, A set of 4700mm high dark grey TRIMO panels complete the lower band.

Fig 8: Existing Panel Site Mock Up

Fig 9: Proposed South View from Platform 16

Note: a separate Schedule 17 application will follow for the works associated with existing Platform 15 and new Platform 16. This application is for the Parcel Deck Façade only.

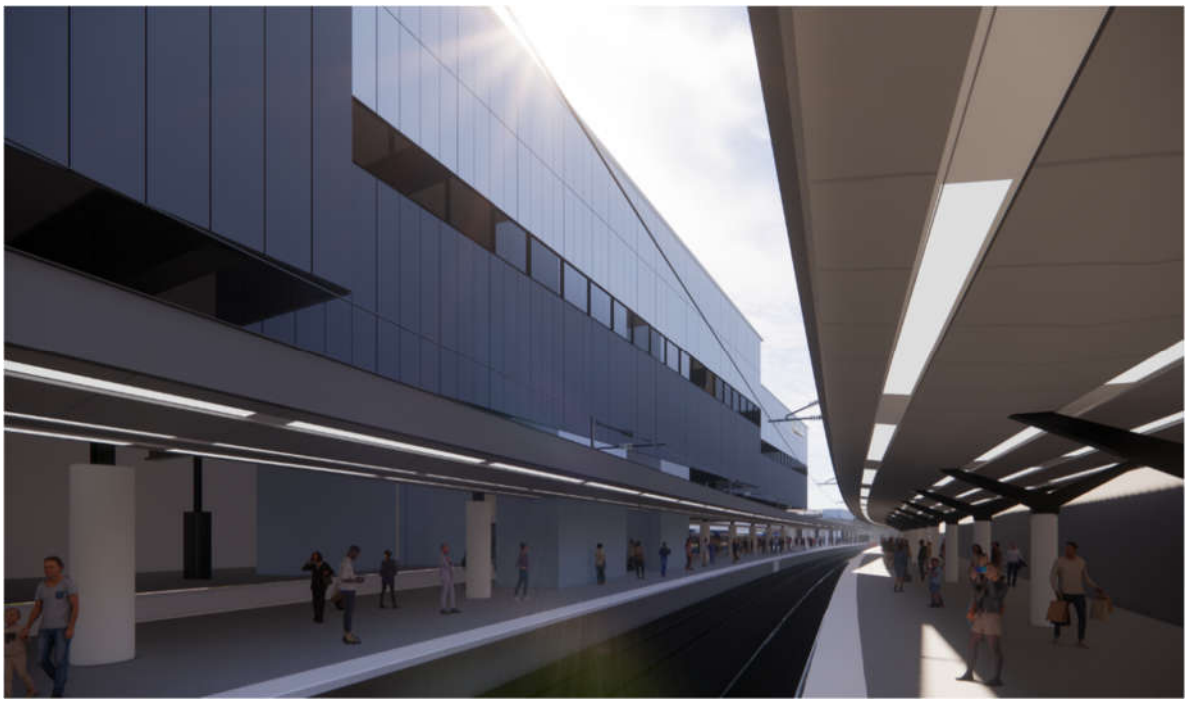


Fig 10: Proposed North View from Platform 16

Fig 11: Proposed North Birds-Eye View (NB. Future HS2 station not shown)

4.2 Design Constraints

4.2.1 At the initial stages of the design process a series of constraints and opportunities were identified which formed a large part of the rationale for the final design. Listed below are the constraints and opportunities associated with the design of the parcel deck facade:

Constraints:

1. Working in conjunction with the partial demolition of the existing Parcel Deck, the façade outline design needs to take in account the location of the agreed Parcel Deck cut line and the retained structural elements.

2. The Parcel Deck façade has interfaces with the proposed platform 15 canopy which follows the platform edge geometry and is affected by the location of existing structural elements. This interface leads to constraints for the façade projection in plan and height.

3. The design of the Parcel Deck Cladding will also need to consider the retained structural and architectural elements of the adjacent Train Shed following its partial demolition.

Opportunities:

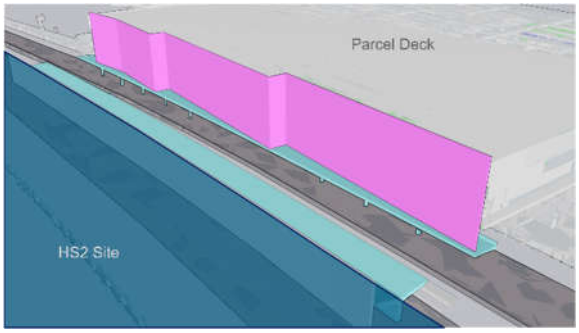
1. There is an opportunity of re-use the façade panels currently located on the existing west face of the Parcel Deck.

2. Having the opportunity to design the façades together with the other elements proposed for the works on platforms 15 and 16 will lead to a coherent design of the space increasing its architectural quality and overall passenger experience.

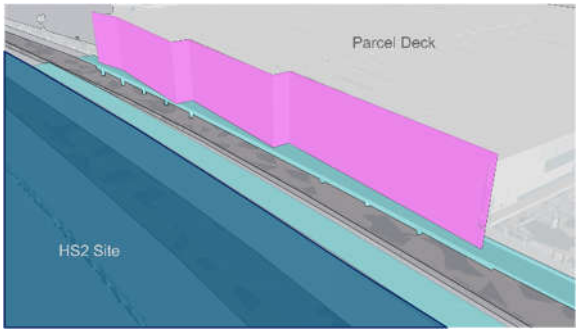
4.3 Options Considered

4.3.1 The Façade Profile Options

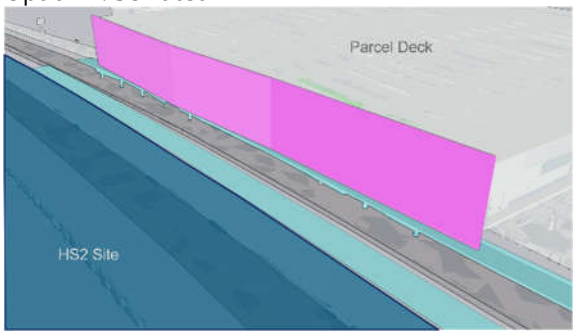
A total of four options were considered for the profile of the new façade. A single option was selected that considers the site requirements and the construction process. The following 4 options were considered



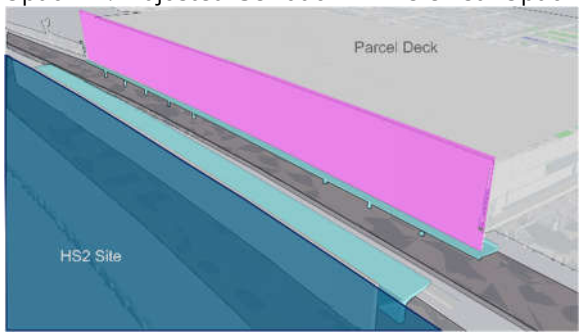
Option 1: Serrated



Option 2: Adjusted Serration – Preferred Option



Option 3: Faceted



Option 4: Adjusted Faceted

Fig 12: Façade Profile Options

After review by the design team options 3 & 4 were discounted due to more onerous structural work required for façade supports and soffit infills as well as major changes to the cutline required leaving options 1 & 2 for selection.

The first option for the facade location is based on the Parcel Deck cut line with a fixed offset to allow for secondary steel support structure and connections. This approach will lead to a serrated plan setting out of the facade lead by the optimal structural strategy for the Parcel Deck partial demolition. Considering the cut-line geometry together with the canopy and platform edge below this solution will lead to a local over-sailing next to grid line T of the proposed facade on the tracks.

While the proposed solution is beneficial in terms of construction programme, not requiring any change to the structural design developed for the Parcel Deck partial demolition, the local over-sailing would lead to incoherent relationship with the canopy edge, having facade cladding panels directly above the tracks and the live Overhead Line Equipment (OLE) and a sub-optimal drainage strategy requiring additional local drainage with connected burden of maintenance.

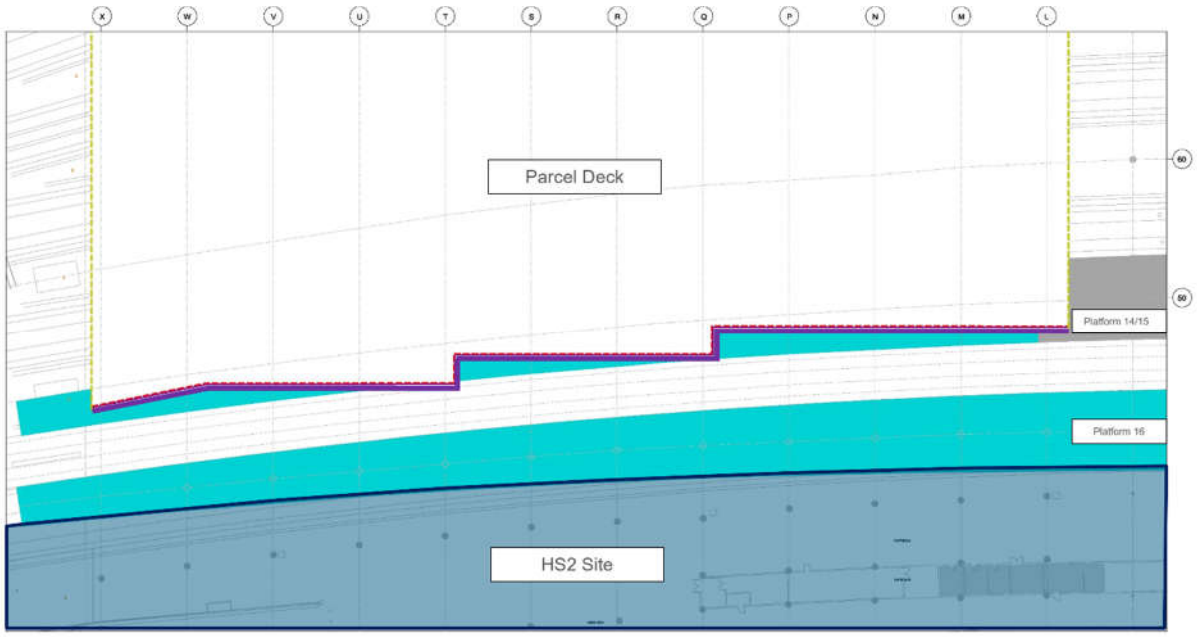


Fig 13: Parcel Deck Façade Cutline – Option 1- structure would be located above tracks and OLE

PROS

- No change to current construction program
- Ease of construction.

CONS

- Facade locally over-sailing on rail tracks
- Additional drainage/maintenance on over-sailing location.

Parcel Deck Outline
Parcel Deck Cut Line
Proposed Canopies
Existing Canopy to be Re-Dressed
Proposed Façade Outline

The second option for the facade outline follows the principles set in the previous option addressing the issues noted during preliminary studies. While being still set out with a fixed offset from the Parcel Deck cutline, a local cut-line adjustment from gridline T to gridline U will allow the facade to avoid oversailing the tracks resulting in an improved relationship of the facade with the other design elements, a coherent drainage strategy and not having facade cladding panels directly above the tracks and the OLE.

The local adjustment to the current cutline is in line with the current structural strategy for the partial parcel deck demolition. Given the benefits, Option 2 was selected as the preferred solution.

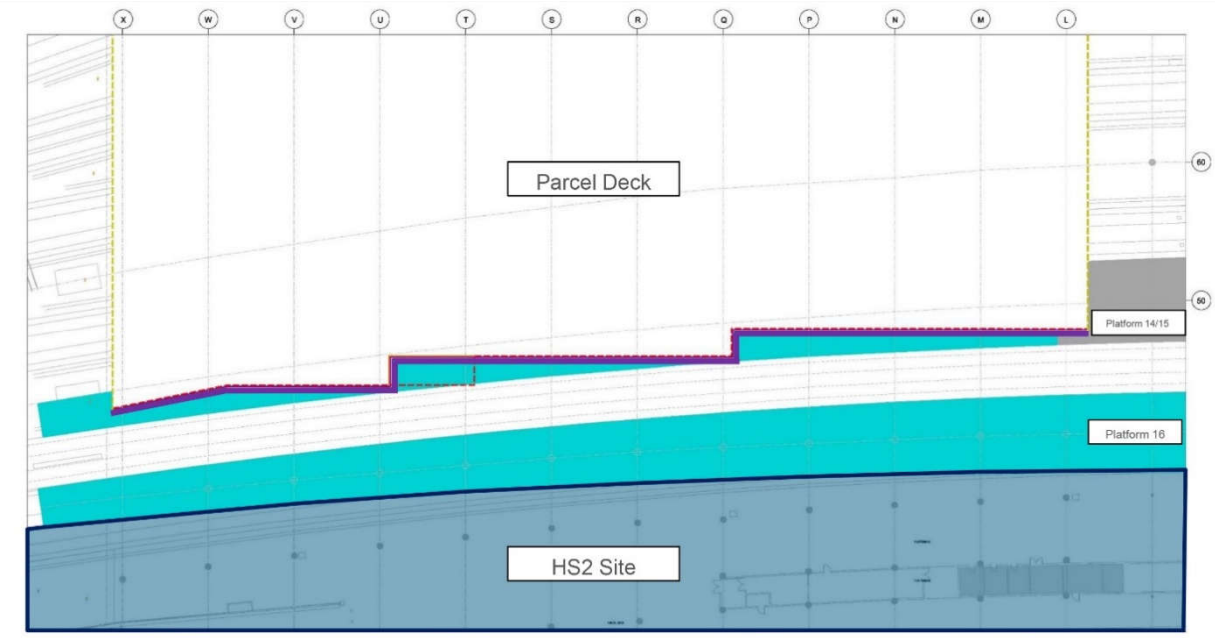


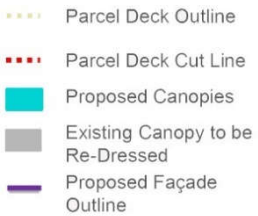
Fig 14: Parcel Deck Façade Cutline – Option 2 – selected option

PROS

- No change to current construction program.
- Ease of construction.
- Facade does not locally over-sail rail tracks.
- No additional drainage / maintenance on over-sailing location.

CONS

- N/A



4.3.2 The Façade Design

Fig 15: Facade Design birds eye view facing north (NB. Future HS2 station not shown)

4.3.3 The initial aim was to re-use the existing west facing façade panels in their current size, with the existing darker panels used on the upper part of the elevation and the lighter panels at the base, with the existing louvre panels fascia being re-used as a divide between the upper and lower parts.

Fig 16: Facade Design platform 16 view facing north

4.3.4 Re-using the existing facade panels in a split section facade design presents several advantages.

From a construction point of view the simple, familiar design and construction system would be beneficial in terms of programme and speed of installation. Existing panels can be re-used without major modifications, subject to condition check after dismantling from current location. Considering the initial installation date, the expected lifespan of the TRIMO panels falls comfortably in line with the expected life cycle of the proposed Parcel Deck facade. Reduced cost would be another beneficial factor to take in account.

Re-using the whole existing west facing facade is a great opportunity to achieve environmental benefits and reduce the carbon footprint of the project. In this scenario there is however no opportunity to change the colour, size or pattern of the panels.

From an environmental perspective, there is no benefit in using new panels for the facade system and this would be a missed opportunity for the wider Euston Station project to re-use materials.

The proposal for the cladding design maintains the existing west facing facade relationship with the darker panels on the bottom row and lighter panels on the upper rows.

In summary:

1. From a design perspective, the new façade aims to be as close as possible to the original façade.

2. The proposed design reduces the number or panels, which helps in reducing the amount of steel work used to support the panels which significantly reduces the cost and in turn reduces carbon emissions thus promoting sustainability.

3. Fewer panels used means less cutting on site. This helps by reducing wastage, saves time and provides cost savings.

5 Pre-submission Consultation

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

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

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
Camden Council	02/03/2023	Microsoft Teams Meeting attended by David Reidy, John Nicholls, Brendan Versluys. Visualisation model shown virtually of proposal in context.	Discussion around wider context of proposal including key views from Drummond Street & Hampstead Rd. Contextual information to be added to application.
Camden Council	02/02/2023	Microsoft Teams Meeting attended by David Reidy, John Nicholls, Brendan Versluys. Draft application shown on screen.	Request for additional contextual information and clarity on future Schedule 17 applications to come later.
Camden Council	05/01/2023	Microsoft Teams Meeting attended by David Reidy, John Nicholls, Brendan Versluys.	Programme for consent application discussed and shared.
Camden Council	10/11/2022	Microsoft Teams Meeting attended by David Reidy, John Nicholls, Brendan Versluys.	Agreement reached on works requiring Schedule 17 consent.
Camden Council	26/10/2022	Site visit attended by David Reidy, John Nicholls, Brendan Versluys.	Queries raised in relation to application of Schedule 17 methodology.
Camden Council	13/10/2022	Microsoft Teams Meeting attended by David Reidy, John Nicholls, Brendan Versluys.	General introduction to the proposed works and consent methodology.

6 Construction Programme

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

6.1.2 The summary programme is presented below:

Table 4: Proposed Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q1 2023	Site mobilisation	Q1 2023
Q1 2023	Demolition phase 1	Q2 2023
Q2 2023	Cladding Installation phase 1	Q4 2023
Q2 2023	Demolition phase 2	Q2 2024
Q2 2024	Cladding Installation phase 2	Q4 2024

7 Other Consents

7.1.1 There have been no other consents proposed to support this application.