

Application ref: 2023/1340/HS2
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Network Rail Infrastructure Ltd.
Hardwick House,
Eversholt Street
NW1 1RZ

Dear Sir/Madam

DECISION

High Speed Rail (London - West Midlands) Act 2017

Schedule 17 - Conditions of Deemed Planning Permission Approval

Address:

Euston Railway Station
Eversholt St
London
NW1 2HS

Proposal:

Construction of a new external façade to the parcel deck of Euston Mainline Station.

Drawing Nos: Location Plan, 10/03/23; HS2_165033-2405-EUSD-03-DDR-A-140601, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144606, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144603, Rev P01.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144602, Rev P01.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144601, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-143601, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-141604, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-141603, Rev P02.1, 06/12/22; HS2_165033-2405-EUSD-02-DDR-A-140602, Rev P02.1, 30/09/22; Cover letter, 23/03/2023; Written Statement, 165033-SKA-STM-EMF-000001 P02, March 2023

The Council as the Local Planning Authority & Qualifying Authority within the meaning of the above Act has granted permission subject to the following condition(s) and informative(s) listed below:

Condition(s) and Reason(s):

- 1 The development hereby permitted shall be carried out in accordance with the

following approved plans- Location Plan, 10/03/23; HS2_165033-2405-EUSD-03-DDR-A-140601, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144606, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144603, Rev P01.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144602, Rev P01.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-144601, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-143601, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-141604, Rev P02.1, 30/09/22; HS2_165033-2405-EUSD-02-DDR-A-141603, Rev P02.1, 06/12/22; HS2_165033-2405-EUSD-02-DDR-A-140602, Rev P02.1, 30/09/22; Cover letter, 23/03/2023; Written Statement, 165033-SKA-STM-EMF-000001 P02, March 2023

Reason: For the avoidance of doubt and in the interest of proper planning.

Informative(s):

- 1 The proposal is to construct a new, permanent metal composite façade over part of the western side of London Euston Station, following completion of demolition works to a part of the existing station, known as the Parcel Deck. The façade would enclose the retained parts of the upper part of the Parcel Deck.

The proposed works are necessary to facilitate the proposed High Speed 2 terminal, to be built on the existing Station's western flank, as well as to provide weather protection for the structural elements. To create space for the HS2 station, 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 the HS2 Enabling Works.

The applicant has explored four varying design options for the proposed Parcel Deck façade. The selected façade option, re-using the existing west facing facade panels in a split section facade design, was chosen due to the benefits in functionality, ease of construction, and the relationship of the façade to the other station elements, over the other three designs.

The proposed façade design is coherent and has a high-quality finish, reutilising the existing modern materials on the existing station's western façade. The reuse of existing materials would minimise the extent of perceived change to the station façade and maintain a level of consistency with the existing façade. The proposed cladding design maintains the existing west facing facade relationship with the darker panels on the bottom row and lighter panels on the upper rows. The proposal is not considered to harm the local area and would be read as a continuation to the railway infrastructure.

No concerns have been raised from stakeholders with regard to the parcel deck facade works, in particular Transport for London have raised no concerns.

The proposed design and external appearance of the proposal is considered to be acceptable. The assessment of the proposed structure has concluded that there are no reasonable modifications to the design or external appearance of the structure that is necessary to preserve the local environment or local amenity, reduce impacts on road safety or the free flow of traffic or to preserve sites of historic or archaeological interest or nature conservation importance. Taking account of the grounds for consideration set out in paragraphs 2 and 3 of Schedule

17 of the Act, the application is considered acceptable and is recommended for approval subject to conditions.

- 2 In accordance with assurances given by the Secretary of State, the applicant is reminded that HS2 Phase 1 Environmental Minimum Requirements must at all times be fully complied within undertaking the works.
- 3 In accordance with the Phase 1 Code of Construction Practice, the applicant must adhere to the control measures set out in the HS2 Phase 1 Route-wide Traffic Management Plan and the Camden Local Traffic Management Plan. The measures contained in the Local Traffic Management Plan must be kept under review during the execution of the works, in consultation with TfL, London Borough of Camden and other relevant stakeholders.
- 4 This permission is granted without prejudice to the necessity of obtaining consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Application forms may be obtained from the Council's website, www.camden.gov.uk/planning or the Camden Contact Centre on Tel: 020 7974 4444 or email env.devcon@camden.gov.uk.

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', is written over a light grey rectangular background.

Daniel Pope
Chief Planning Officer