

Bethany Cullen  
Head of Development Management  
London Borough of Camden  
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5 Pancras Square  
London  
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20<sup>th</sup> June 2023

Dear Bethany,

**Channel Tunnel Rail Link Act 1996: Submission package HS1/CAM/9 – Enlargement of External Seating area to unit 23 at St Pancras International Station (including security infrastructure and landscaping features) infill of former parking bay and creation of new pavement to Pancras Road.**

This submission is being made in accordance with the requirements of the Channel Tunnel Rail Link Act 1996 (the Act). If you have queries relating to the requirements of the Act, validation and fees please contact

This submission comprises:

- This letter
- CTRL Proforma
- Design Proposal
- Drawings

AD.01 - Proposed Planter Details Rev E  
AD.02 - Proposed Pavement Details Rev C  
AD.03 - Proposed Drainage Details Rev D  
AD.04 - Proposed Planter Drainage Details Rev D  
AD.06 - Proposed PAS68 Bollard Layout Rev B  
AD.07 - Proposed PAS68 Planter Rev B  
AD.10 - Proposed Planter Drawings  
AD.11 - Proposed Barrier Drawings  
AL1.01 - Proposed Floor Plan Rev D  
AL1.02 - Proposed Dimension Plan Rev C  
AS.01 - Existing Floor Plan  
AS.02 - Existing Elevation  
AS.03 - Existing Pavement Layout Rev C  
AV.01 - Proposed Elevation

The Channel Tunnel Rail Link (Fees for requests for Planning Approval) Regulations 1997 apply to this submission. A fee of £190 is therefore payable and we shall arrange for this to be paid by phone. The regulations provide that non

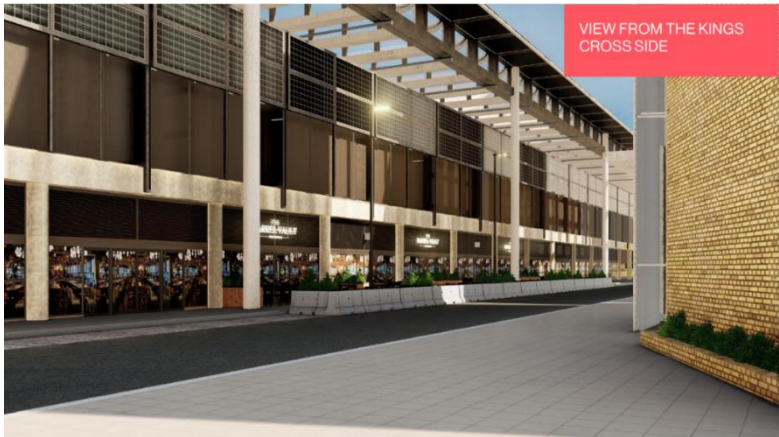
payment of a fee shall not be grounds for not registering an application. This submission should reach you by 21<sup>st</sup> June so the 8 week period for approval will expire on 16<sup>th</sup> August. We would hope, however, that approval can be granted before this date. This Schedule 6 submission will be accompanied by an application under the Deed on Heritage, to be made under separate cover but which should be read in conjunction with this letter.

**The Proposal**

St Pancras International Station is a landmark railway terminus in central London, it is the home of the Eurostar service to Europe and is an exciting and vibrant destination in its own right. HS1 constantly seeks to refresh the retail and food and beverage offer within the station and in 2018 embarked on a major renewal of the Circle area towards the rear of the station. As part of the Circle refresh HS1 submitted a Heritage Deed application and a Schedule 6 application under the CTRL Act seeking to maximise the potential of the Pancras Road frontage, which had previously presented a blank façade with no active frontage. The application (ref. 2018/1808/P) was approved and included new openings on the façade and an external seating area together with landscaped planters.

During the 2020 pandemic Camden Council installed a new external “Streatery” outside the Barrel Vault, this removed the external parking bay area and replaced it with temporary concrete vehicle mitigation and an enlarged external seating area situated within the parking bay and with the pedestrian walkway passing through the middle. This was installed under a temporary heritage consent, on the understanding that a more permanent solution would be forthcoming in due course. This application seeks a permanent consent for the extended seating area and will create an improved public space for pedestrians.

This application seeks to infill the central section of the parking bay with new pavement, leaving two parking bays at the southern end and a further two at the northern end. The existing external seating area would be extended, new hostile vehicle mitigation and planters would be installed and a new 2m width of pavement would be created between the kerb and the boundary of the seating area. As a result, there would be a slight increase in pavement width as part of the proposed development which would see the current utilitarian concrete blocks replaced by an attractive area of public realm additionally enhancing the Pancras Road frontage



Existing visualisation of temporary seating area, together with concrete hostile vehicle mitigation.



Proposed view

The Channel Tunnel Rail Link Act 1996 is a bespoke piece of legislation which operates in a different manner to normal planning procedure. It effectively grants HS1 Deemed Consent to make alterations to the station “*of whatever description, as may be necessary or expedient*”. However Schedule 6 of the Act requires certain matters to be submitted for approval to the Qualifying or Non Qualifying Authority (in this case LB Camden). Schedule 6 states that details should be submitted for “*The erection, construction, alteration or extension of any building*” and the “*the formation, laying out or alteration of any means of access to any highway used by vehicular traffic*” the proposed external alterations thereby fall within this definition and require approval by LB Camden.

Schedule 6 also goes onto to set out the grounds by which the Qualifying or Non Qualifying Authority may consider the application. Since 2014, when the SoSfT revoked various Statutory Instruments, all Local Authorities are now classed as Non Qualifying Authorities. This means that the only grounds which a Local Planning Authority may refuse an application are a) *that the development ought to, and could reasonably be carried out elsewhere on land within the order limits* or b) *that the design and external appearance of any building to which they relate ought to be modified to preserve the local environment or local amenity and is reasonably capable of being so modified*”.

Taking each ground for consideration in turn;

- a) *that the development ought to, and could reasonably be carried out elsewhere on land within the order limits*

The proposed development is an extension of the existing external seating area which is in turn associated with the adjacent retail unit 23, it would continue to maintain the current pavement width along the Pancras Road street frontage. There is therefore no other logical place that this development ought or could reasonably be carried out.

- b) *that the design and external appearance of any building to which they relate ought to be modified to preserve the local environment or local amenity and is reasonably capable of being so modified*

The proposed development is replacing a temporary arrangement of concrete blocks placed on the roadside. New highway materials will comply with Camden Highway specifications and will be sourced to match existing where possible. The new enclosure around the external seating area will seek to replicate the existing character of the street and the precedent set previously and takes its reference from the materials and rhythms of the adjacent station extension. It is considered that the local amenity and public realm will be vastly improved through the removal of vehicle bays, increased public realm and opportunities to bring life and character to the street and station frontage.

### **Other Issues**

HS1 owns the land to the outside of the current parking bays and will be granting the new tenant an external seating licence which will further assist in activating the frontage of the station along Pancras Road. The seating has been carefully located to preserve a minimum of 2m pavement width in all areas. We have been careful to ensure that pedestrian flow along the station frontage is not impeded by the proposed external seating area. The existing parking bays are covered by an adoption agreement with Camden Council, once the new pavement has been built out to Camden Highways satisfaction, then the resultant pavement will remain as adopted highway, whilst the new seating area will remain on HS1 private land.

We understand that a Section 278 Agreement may be required for works within Camden’s adopted highway. We are keen to understand what further information is required to commence this process.

### **Conclusion**

We believe that the proposed external alterations to the International Station are a positive contribution to creating an active street frontage and will assist in breaking down the barriers that Stations often create in the local area. HS1 has deemed consent by virtue of the CTRL Act, however as required by Schedule 6 the details are hereby submitted for detailed approval, as demonstrated above we do not believe that there are any issues that arise from the grounds for consideration.

We trust this provides you with all the information you require in order to determine this application. If you require further information of clarification or wish to visit the site

Yours sincerely,

Ben Olney  
Planning and Consents Manager, HS1 Limited  
Enc

cc.

Josie Murray	HS1
Karolina Maximova	HS1