

Application ref: 2023/4585/HS2
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Dear Sir/Madam

DECISION

High Speed Rail (London - West Midlands) Act 2017

Schedule 17 - Conditions of Deemed Planning Permission Approval

Address:

Park Village East
NW1 2DU

Proposal: Amendment to scheme approved as part of Schedule 17 consent for the Park Village East Berm Wall (LPA ref: 2021/0126/HS2, dated 17/03/2021), comprising a retaining structure located in the railway cutting. CHANGES INCLUDE; addition of rear wall (upstand) against existing cutting wall; replacement of approved rail-side wall (known as L-shaped wall) to a 2m wall with handrail; add an additional staircase and handrail adjacent to the berm structure; change in colour to non-pigmented concrete.

Drawing Nos: 1MC03-SCJ_SDH-AR-DLO-SS01_SL03-000001, rev P03.1; 1MC03-SCJ_SDH-AR-DGA-SS01_SL03-000010, rev P03.1; 1MC03-SCJ_SDH-AR-DEL-SS01_SL03-000031, rev P01.1; 1MC03-SCJ_SDH-AR-DEL-SS01_SL03-000030, rev P03.1; 1MC03-SCJ_SDH-AR-DDE-SS01_SL03-000040, rev P03.1; Written Statement prepared by HS2, 1MC03-SCJ_SDH-IN-STA-SS01_SL03-000005;

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- 1MC03-SCJ_SDH-AR-DLO-SS01_SL03-000001, rev P03.1; 1MC03-SCJ_SDH-AR-DGA-SS01_SL03-000010, rev P03.1; 1MC03-

SCJ_SDH-AR-DEL-SS01_SL03-000031, rev P01.1; 1MC03-SCJ_SDH-AR-DEL-SS01_SL03-000030, rev P03.1; 1MC03-SCJ_SDH-AR-DDE-SS01_SL03-000040, rev P03.1;

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

Informative(s):

1 Reasons for granting permission/consent-

The proposal seeks amendments to the approved Park Village East (PVE) Berm Wall Support Structure (approved under 2021/0126/HS2) within the railway cutting at the approach to Euston Station. Specifically, the proposal seeks to amend the northern section of this approved scheme (Euston Cavern Headhouse to south of Parkway Tunnel).

The key amendments to the central section of the berm wall include; the addition of rear wall (upstand) against existing cutting wall; replacement of the approved rail-side wall (known as the L-shaped wall) with a 2m wall and handrail; addition of a staircase and handrail adjacent to the berm structure; and change in colour to non-pigmented concrete.

The proposal follows the approval of a Schedule 17 consent (2023/1268/HS2, granted 8/09/2023) for a similar suite of amendments relating to the central section of PVE berm wall between Euston Cavern Headhouse and Mornington Street bridge.

Similar to the approved amended scheme for the central section of PVE berm wall, the proposed amendments for the northern section would not involve changes to the location of the wall, with changes being limited to the wall's appearance and design.

The amended berm comprises a structure of lower height and reduced overall volume than the original approved berm wall, therefore the amended wall would remain substantially lower in height than the existing Park Village East Retaining Walls. The increased width of the berm wall would not be disproportionate to the existing retaining walls or the wider railway changes, nor would the change in width be readily discernible as viewed within the wider environment. The proposed change in colour to non-pigmented concrete, would also match the approved change in colour to the central section of berm wall under 2023/1268/HS2.

The addition of a rail-side wall handrail, and the installation of an additional staircase and handrail adjacent to the berm wall, are minor ancillary elements to the berm wall, which are commensurate with the scale and form of the berm wall and would not appear out of place within the railway cutting, which is already characterised by a range of railway infrastructure related paraphernalia. These elements would also improve access safely for maintenance workers and serve as a means-of-escape from the railway cutting.

Overall, given the bulk of the berm wall is set within the existing railway cutting, its generous proximity from adjacent residential properties, any amenity impacts relative to the approved scheme would be negligible. The impact on the local

environment and local amenity is therefore considered to be acceptable.

The proposed berm wall amendments would not increase vehicle traffic both during and after construction. The amended berm wall would continue to only be used by vehicles periodically for maintenance visits. Therefore, the proposal would not result in prejudicial effects on road safety or to the free flow of traffic in the local area.

With regard to impacts on archaeological, historic or nature conservation value, the Council's Conservation officer has considered the proposed amendments would not cause harm to any surrounding designated assets which are located at street level outside the railway cutting, either in respect to the group of Nash-designed Grade II listed villas on Park Village East and the Regent's Park and Camden Town Conservation Areas; or in respect to the nearby Grade II listed Portal structure, due to the mix of finishes, colours and infrastructure that occupies the view of this structure.

- 2 The pre-fab sections of wall are due to be delivered and put together on site, and therefore the public benefits of the proposal would see a 41% decrease in concrete lorries being required for construction. A further saving of 16,000 tonnes of CO2 emissions, (a 65% decrease from the approved scheme) would also result in the use of pre-fab sections, which would outweigh any less than significant harm to the designated heritage assets.

TfL were consulted and raised no objection. Regent's Park Conservation Area Advisory Committee (RPCAAC) were consulted and raised no objections to the proposals. RPCAAC did query whether the proposed amendments provided opportunities for ecological enhancements. No specific ecological enhancements are proposed are they considered necessary given the scope of the proposed changes, which would not adversely affect ecology. Notwithstanding, the local ecology may be enhanced through the reduction in carbon emissions brought about by the proposed amendments compared to the approved scheme.

- 3 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.
- 4 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.

Yours faithfully



Daniel Pope
Chief Planning Officer