

Application ref: 2024/1734/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:

**Land to the North of Exmouth Arms
fronting Coburg Street
1 Starcross Street
London
NW1 2HR**

Proposal:

Construction of a UKPN Substation building comprising two permanent transformers and a Transition Field Upgrade (TFU) unit, with a masonry facade finish fronting Coburg Street.

Drawing Nos: Site Location Plan; 1CP01-MDS_ARP-TP-DGA-SS08_SL20-022322 Rev C02; 1CP01-MDS_ARP-TP-DSE-SS08_SL20-022332 Rev C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022316 C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022315 C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022314 Rev C02; 1CP01-MDS_ARP-TP-DGA-SS08_SL20-022323 Rev C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022311 Rev C02; 1CP01-MDS_ARP-TP-DGA-SS08_SL20-022321 Rev C02;

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:

Site Location Plan; 1CP01-MDS_ARP-TP-DGA-SS08_SL20-022322 Rev C02; 1CP01-MDS_ARP-TP-DSE-SS08_SL20-022332 Rev C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022316 C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022315 C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022314 Rev C02; 1CP01-MDS_ARP-TP-DGA-SS08_SL20-022323 Rev C02; 1CP01-MDS_ARP-TP-DEL-SS08_SL20-022311 Rev C02; 1CP01-MDS_ARP-TP-DGA-SS08_SL20-022321 Rev C02;

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

Informative(s):

1 Reasons for granting consent-

The proposal is to construct a new, permanent UKPN substation comprising of two permanent transformers and a Transition Field Upgrade unit. The UKPN units are to enclosed in a brick façade with metal double doors.

HS2 Euston Station works necessitate the relation of five temporary UKPN transformers to new permanent locations. These are currently in temporary locations and this new facility would be the permanent location for two of them. These units provide critical electrical power to the local neighbouring residential units and institutions.

The proposed substation unit would be built in an L shaped and would fit well into the area behind the existing Exmouth Arms Public House. The walls which surround the substation are to be brick and will be 3.5m in height. The proposed building design includes three louvered doors which are to be built in line with the required UKPN standards. The brick work would be a Flemish bond in a red brick. Officers have had many discussions with HS2 on the detail design of this scheme and feel that it will be read as the unitarian structure it is intended to be, while comfortably integrating within the backdrop of the character Exmouth Arms pub and providing an appropriate level of relief to the street.

The proposed unit currently sits behind the HS2 hoarding line, however, the design of the unit including its construction with a masonry brick façade, is considered to sit well within the context of the Exmouth Arms pub. Therefore, the proposal is not considered to harm the local area and would be read as a substation and would not detract from the continuation to the railway infrastructure and the Public House.

No concerns have been raised from stakeholders. 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.

Yours faithfully

A handwritten signature in black ink, appearing to read 'DPope', written in a cursive style.

Daniel Pope
Chief Planning Officer