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For the attention of: Brendan Versluys

Dear Brendan,

Our Ref: 1CP01-MDS-TP-APP-SS08_SL41-000005
HS2 Ref: LBC.MS.10001 & LBC.BiU.10002

5th July 2024

**HIGH SPEED RAIL (LONDON- WEST MIDLANDS) ACT 2017
LONDON BOROUGH OF CAMDEN: REPLACEMENT LONDON UNDERGROUND TRACTION
SUBSTATION AND VENT SHAFT BUILDING (Shaft at Cobourg Street – Part Work No. 1/1)
SUBMISSION Nos. LBC.MS.10001 and LBC.BiU.10002: SCHEME OF MITIGATION &
BRINGING INTO USE**

We submit herewith a request for the approval of a Scheme of Mitigation and for the Bringing into Use of the above works, under Schedule 17, Paragraph 9 of the High Speed Rail (London – West Midlands) Act 2017 ('the HS2 Act').

Work No. 1/1 is described in Schedule 1 to the HS2 Act as:

A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Cobourg Street, Mornington Street, Granby Terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common and a Crossover Box at Victoria Road.

This submission relates to the shaft at Cobourg Street, otherwise known as the Replacement London Underground Traction Substation and Vent Shaft Building, which forms part of Work No. 1/1. The replacement London Underground building is located to the south of Cobourg Street, along Stephenson Way, within the current HS2 Euston construction site hoardings.

The submission comprises the following documents:

1. Submission Letter (this letter) [For information]

2. London Underground Traction Substation and Vent Shaft Scheme of Mitigation (Shaft at Cobourg Street – Part Work No. 1/1) (ref: 1CP01-MDS-CL-DPP-SS08_SL41-710103) [For approval]

Background

The background and general approach to making Bringing into Use submissions is set out in Planning Forum Note 7¹.

Under Paragraph 9(4), approval of requests for Bringing into Use must be granted if:

- No reasonably practicable measures for mitigating the effect of the work on the environment or local amenity need to be taken, or
- The planning authority has approved a mitigation scheme submitted by the nominated undertaker.

In this instance the request for Bringing into Use approval under Schedule 17, Paragraph 9(1) of the HS2 Act is made in parallel with the request for approval of a Scheme of Mitigation under Schedule 17, Paragraph 9(4)(b) of the HS2 Act.

Planning History

In accordance with Planning Forum Note 7, a Bringing into Use submission should identify all approvals or agreements previously obtained. This is to enable the local planning authority to determine whether all reasonably practicable measures for mitigating the effect on the environment or local amenity have been taken when determining the Bringing Into Use request.

The following approvals are relevant to this submission:

- Submission under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 for plans and specifications for the erection of the replacement London Underground Traction Substation and Vent Shaft, approved on 14th August 2019 (LBC ref: 2019/0162/HS2)
- Submission under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 for non-material amendments (changes to tile façade) to plans and specifications application (ref: 2019/0162/HS2) for the 'erection of the replacement London Underground Traction Substation and Vent Shaft', approved on 9th September 2021 (LBC ref: 2021/3798/HS2)
- Submission under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 for approval of lorry routes to and from the Melton Street LU Sub Station associated with works for HS2, approved on 21st September 2020 (LBC ref: 2020/3350/HS2)
- Various submissions under Schedule 33 of High Speed Rail (London – West Midlands) Act 2017 for protective provisions.

¹ https://assets.publishing.service.gov.uk/media/6644cf88993111924d9d35c8/PFN7_Bringing_Into_Use_Approvals.pdf

Scheme of Mitigation

A Scheme of Mitigation has been requested by the London Borough of Camden (LBC) for bringing the Scheduled Work into use. This is because the permanent building façade (as proposed in LBC ref: 2019/0162/HS2, as amended by LBC ref: 2021/3798/HS2) will not be installed prior to the building being brought into use.

A Scheme of Mitigation (ref: 1CP01-MDS-CL-DPP-SS08_SL41-710103) is submitted for the purposes of Paragraph 9(4)(b) of Schedule 17 to the HS2 Act, which illustrates how a painted façade will mitigate the appearance of the building, in absence of the permanent façade being installed. Subject to approval by LBC, this Scheme of Mitigation would be implemented prior to the Scheduled Work being brought into use.

Pre-application conversations with LBC identified that a painted finish to the building would be considered as a suitable mitigation to the permanent façade not being in place. After careful consideration, and supported by discussions with LBC, MDJV has proposed a Mineral Paint – Keim Soldalit-ME product. This product provides weather resistance to the building structure, and is more impervious to water than other products which makes it suitable for protection to the concrete. The product was also selected because it is odourless, does not contain any solvent, and can be brush applied, rather than sprayed. Therefore, there will be no odour impacts and disturbance to neighbours and stakeholders.

MDJV proposed a number of paint colour samples to Transport for London and LBC, with the collaborative decision that paint colour 9332 is the preferred option to blend in with surrounding renders and buildings (please refer to Figure 1 below). Alternative paint colours which were considered and discounted are shown right and left in Figure 2 below.



Figure 1: Proposed paint colour for the Scheme of Mitigation



Figure 2: Proposed paint colours which were considered and discounted (chosen colour 9332 is the middle sample)

Bringing Into Use

This request for bringing into use of the building is being sought to enable the existing London Underground traction substation building to be decommissioned in connection with wider HS2 works at Euston. The building subject to this request forms part of Scheduled Work No. 1/1 (Shaft at Cobourg Street), as defined in Schedule 1 of the HS2 Act.

When the building is brought into use, the mitigation will be in place in accordance with drawing no. 1CP01-MDS-CL-DPP-SS08_SL41-710103 (subject to LBC's approval of the Scheme of Mitigation application). The building will remain within the existing construction site hoarding at that time.

The painted façade will mitigate the appearance of the building until the permanent façade is installed. No further mitigation measures are considered necessary to bring the building into use under Paragraph 9(1) of Schedule 17 to the HS2 Act.

Future Schedule 17 Submissions

The following future submissions will be made in connection with the building:

- Permanent façade details following further design development and testing;
- External lighting strategy (as required by Condition 3 of LBC ref: 2019/0162/HS2, as amended by LBC ref: 2021/3798/HS2); and
- Schedule 17 Plans and Specifications for external lighting (in accordance with the external lighting strategy, when approved).

Approval for the public realm design around the building will be sought in connection with the wider HS2 works at Euston. However, it is currently expected that the building will remain within the construction site hoarding until the wider works are completed.

Submission Fee

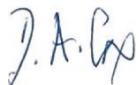
No fee is payable for this submission due to the Service Level Agreement (SLA) that exists between HS2 Ltd and the London Borough of Camden.

This application submitted by Mace Dragados Joint Venture (MDjv) on behalf of the nominated undertaker, lies within the area designated for consultation under the High Speed Two Safeguarding Directions issued by the Secretary of State for Transport on 22 August 2018. The application need not be referred to High Speed Two Ltd for consultation for the purpose of the Directions. Should you have a query or require further guidance on safeguarding, please contact the Safeguarding Planning Manager at town.planning@hs2.org.uk, or

The Safeguarding Planning Manager
High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham
B4 6GA

I trust the above gives you sufficient information to determine the requests for approval. Should you wish to discuss this matter further, please contact Stuart.Hodgetts@macedragados.com.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "J. A. Cox".

Damian Cox
Town Planning Manager
High Speed Two (HS2) Limited

Cc: Stuart Hodgetts