



1EW02 Enabling Works – Area South

LU Traction Substation and Vent Shaft Building

Schedule 17 Written Statement

Schedule 17 (Plans and Specifications Submission)

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Contents

1	Introduction	6
1.1	Submission Background	6
1.2	Terms of Reference	6
1.3	Introduction to HS2	7
1.4	High Speed Rail (London-West Midlands) Act 2017	7
1.5	High Speed 2 Code of Construction Practice.....	8
1.6	Pre- Application Discussions.....	8
1.7	Structure of the Written Statement.....	8
2	Location and Characteristics	9
2.1	Description of Site and Adjacent Land Uses	9
2.2	Existing Context	10
2.3	Future Context	11
3	Description of HS2 works	12
3.1	Description of the works.....	12
3.2	Parking Requirements	13
3.3	Access Requirements.....	13
4	Design Criteria and Rationale	15
4.1	Analysis of Design Options	15
4.2	Scope and Functional Requirements	15
4.3	Form of the Building	16
4.4	Context.....	16
4.5	Concept.....	16
4.6	Options.....	17
4.7	Materials	17
4.8	Final Option.....	18
4.9	External Maintenance.....	18
4.10	Stakeholder Engagement.....	19
5	Programme and Sequence of Works	20
6	Other Consents Approvals/Notifications	22
	Appendix A	23

Plans for Approval..... 23
Plans for Information 23
Appendix B 25

Figures

Figure 1: Site Location Plan 9
Figure 2: Conservation Area Boundary and Listed Building 10
Figure 3: Key Construction Elements, LU Traction Substation and Vent Shaft..... 21

Tables

Table 1: Submission Background 6
Table 2: Programme..... 20
Table 3: Plans for Approval 23
Table 4: Plans for Information 23
Table 5: Key Stakeholders 25
Table 6: Key Comments 26

1 Introduction

1.1 Submission Background

Table 1 – Submission Background

Scheme	HS2 Phase One
Applicant	High Speed Two (HS2) Limited
Applicant Address	High Speed Two (HS2) Limited 1 Eversholt Street London, NW1 2DN
Site Address	Wolfson House, 2-10 Stephenson Way Easting (529480) Northing (182511)
Description	Plans and Specifications submission under Schedule 17 to the High-Speed Rail (London to West Midlands) Act 2017 for works comprising: Replacement London Underground Traction Substation and Vent Shaft

1.2 Terms of Reference

1.2.1 This written statement has been produced to provide supporting information compiled in accordance with the HS2 Planning Forum Notes 1 & 3 as required by the planning regime established under Schedule 17 of the High-Speed Rail (London to West Midlands) Act 2017. This statement provides the London Borough of Camden with information to assist with the determination of the Plans and Specification submission. The submission is only for the design and external appearance of the substation and Vent shaft (commensurate with a RIBA 3 design development). For illustrative and contextual purposes, the plans submitted with this submission show indicative restoration details in the public realm to the west of the building and identify the dedicated parking space required by London Underground (LU) personnel. The surrounding public realm and highways elements are being designed by the HS2 Euston Station design contract and will form part of future Schedule 17 approvals. The HS2 Hybrid Bill established the principle of a new LU facility at Stephenson Way. Deemed planning permission was granted for the building at Royal Assent in February 2017.

1.3 Introduction to HS2

- 1.3.2 Phase One of HS2 will provide a dedicated high-speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast mainline for journeys to and from Manchester, the North West and Scotland.
- 1.3.3 Phase One of HS2 is the first phase of a new high-speed railway network proposed by the Government to connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network between London, Birmingham and the West Midlands and so provide opportunities to improve existing commuter, regional passenger, and freight services.

1.4 High Speed Rail (London-West Midlands) Act 2017

- 1.4.1 The Act provides powers for the construction and operation of phase 1 of High Speed 2. Schedule 1 of the Act describes the 'scheduled works' that the nominated undertaker will be authorised to carry out.
- 1.4.2 For the works the subject of this plans and specifications application HS2 Ltd is the nominated undertaker.
- 1.4.3 Section 20 of the Act deems planning permission to be granted for development authorised by it, subject to the provisions of section 20 and planning conditions set out in Schedule 17.
- 1.4.4 Schedule 17 includes conditions requiring various matters to be subject to the approval of the relevant planning authority.
- 1.4.5 This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regard to in determining requests for approval.
- 1.4.6 The Planning Conditions set out in Schedule 17 of the Act requires the nominated undertaker to submit requests for approval to qualifying authorities for:
- Matters ancillary to development (referred to as construction arrangements);
 - Plans and Specifications;
 - Bringing into use;
 - Site Restoration schemes.
- 1.4.7 Schedule 17 of the Act sets out the grounds on which the qualifying authority may impose conditions on approvals or refuse to approve the requests for approval.
- 1.4.8 This document includes information supporting the plans and specifications submission in relation to the matters outlined in the table below:

Plans and Specifications (Permanent Works)	London Underground Traction Substation and Vent Shaft
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1.5 High Speed 2 Code of Construction Practice

1.5.1 The nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMR). The scope of the EMR encompasses the High Speed 2 Code of Construction Practice.

1.6 Pre- Application Discussions

1.6.1 Throughout the design development process pre-application engagement has been held with London Borough of Camden to provide ongoing liaison on the design concept and detail. This is further summarised in Appendix B of this statement. Written Statement Structure

1.7 Structure of the Written Statement

1.7.1 This written statement is for information and not for approval. The structure of the written statement largely follows the guidance of Planning Forum Note 1 & 3. The Statement provides a background to the scheme, design development rationale and summarises the key constraints.

1.7.2 The statement should be read in conjunction with the Design and Access Statement which is also provided for information and provides the background on the design evolution and concept.

1.7.3 This statement is structured as follows:

- Section 2 describes the location and characteristics of the works area;
- Section 3 describes the works that are for approval under this submission;
- Section 4 describes the design criteria and the rationale for the proposed works;
- Section 5 describes the high-level programme for the works;
- Section 6 identifies the other main consents associated with the work;
- Appendix A sets out the plans submitted for approval and the plans submitted for information;
- Appendix B sets out a summary of key stakeholders consulted.

1.7.4

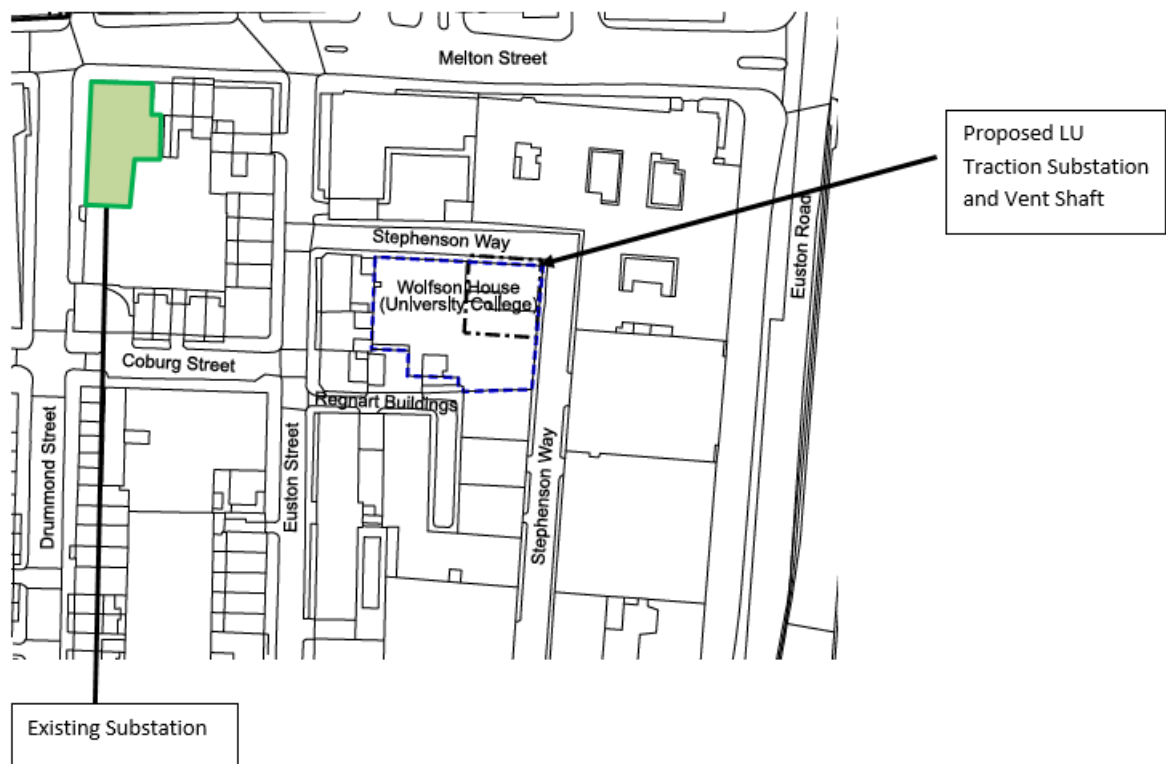
2 Location and Characteristics

2.1 Description of Site and Adjacent Land Uses

2.1.1 The proposed substation and vent shaft building is located at Stephenson Way, in the location of the current Wolfson House, which is due to be demolished to accommodate planned HS2 works. Please refer to the Location Plan drawing number 1EW02-CSJ-AR-DSP-SSo6-137001 –, which shows the location and footprint of the building and the associated blue line boundary. The public realm will form the basis of a subsequent Schedule 17 submission associated with the station design.

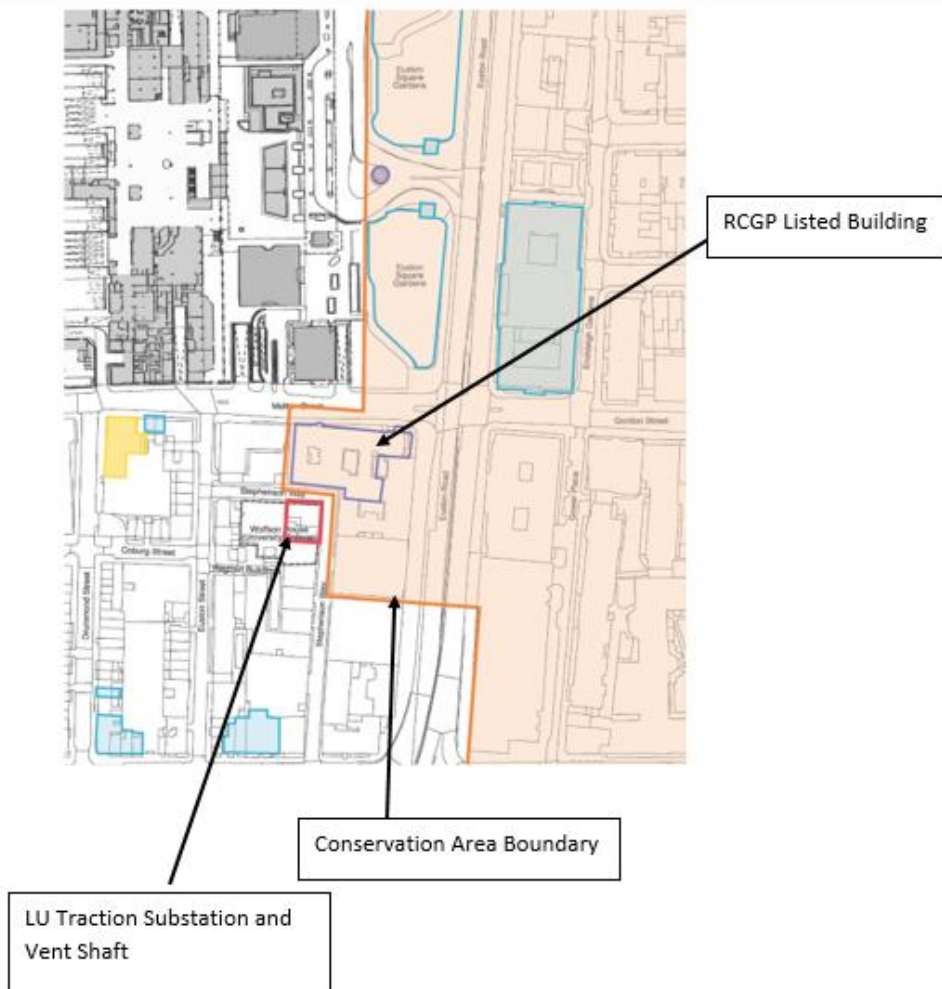
2.1.2 The new substation and vent shaft building will replace an existing facility located on the corner of Drummond Street and Melton Street which is being demolished to make way for the new HS2 Euston station and concourse. Figure 1 below shows the location of the existing substation in relation to the proposed substation and vent shaft.

2.1.3 Figure 1 – Site Location Plan



2.2 Existing Context

- 2.2.1 The site is bounded by Stevenson Way to the south and east, Euston Street to the north and Regnart Buildings to the west.
- 2.2.2 To the east and south of the site there is the Royal College of General Practitioners (RCGP) (30 Euston Square) a Grade II* listed building. The rear elevation of the building faces onto the site. To the west is the Magic Circle (12 Stevenson Way). The Royal College of Ophthalmologists (RCO) lies adjacent to the Magic Circle (18 Stevenson Way). The buildings to the south of the site are all rear facing elevations (including the RCGP and The Institute of Ismaili studies number 201 Euston Road). The Wesley hotel is located to the west of Wolfson House.
- 2.2.3 The site is located to the north and west of Bloomsbury Conservation Area. The Conservation Area covers a large area of Bloomsbury, predominantly to the south of Euston Road, but includes the neighbouring RCGP building. Figure 2 below shows the Conservation Area boundary and the Listed Building in relation to the site.
- 2.2.4 Figure 2 – Conservation Area Boundary and Listed Building



2.3 Future Context

- 2.3.1 The proposed HS2 station design and associated works is likely to introduce changes to the surrounding highway and public realm such as extending Cobourg Street south to Stevenson Way.
- 2.3.2 The future context of the site will transform extensively with the proposed new HS2 Euston Station and planned oversite development, which will be constructed generally to the north of the site, fronting Cobourg Street. This development will be subject to future planning and highways approvals. The temporary context of the proposed building will vary over the coming decades whilst the area is developed.
- 2.3.3 The elevations (Drawing number¹EW02-CSJ-AR-DEL-SS06-137231 to 234) indicatively shows the LU parking bay required for maintenance purposes and indicative restoration in the area to the west of the building next to the Magic Circle. The design of this will be determined under a separate submission however these are indicatively shown to illustrate the potential context surrounding the proposed building.

3 Description of HS2 works

3.1 Description of the works

- 3.1.1 This Written Statement is a supporting document to the request for approval of Plans and Specifications relating to the works specified below, provided for information. A more detailed description of the design proposals and concept of the scheme is provided within the accompanying Design and Access Statement. The Design and Access Statement also includes key views (for information), to show the building within its context. The submission is for the design and external appearance of the LU substation and vent shaft.
- 3.1.2 The Building will provide a dual function, one is the LU traction substation and the other, an LU vent shaft housing essential plant and equipment. The end user and asset owner will be London Underground (LU), with an area occupied by UK Power Networks (UKPN).
- 3.1.3 The existing LU traction substation and vent shaft building provides power for the Northern Line trains and vents the Northern Line platforms below. It also provides building power to London Underground stations.
- 3.1.4 The HS2 scheme requires the demolition of the existing LU traction substation and vent shaft. The existing building is a vital London Underground asset located at the junction of Drummond Street and Melton Street, located within the footprint of the proposed new HS2 Euston Station.
- 3.1.5 As a consequence, a replacement traction substation and vent shaft building needs to be constructed outside the footprint of the new HS2 station.
- 3.1.6 The building will be uninhabited, with no public access and will be connected by new tunnels to existing London Underground infrastructure beneath the new HS2 Euston station.
- 3.1.7 Above ground, the new substation will be a 4 storey (18m x 18m building) and below ground will be 4 storeys (please refer to the cross-section drawings and Figure 3 below). The below ground elements of the building have been shown in the drawings for information purposes only.
- 3.1.8 The new traction substation and vent shaft is smaller than the original Wolfson House building in footprint and is smaller than the building assumed and assessed at the Hybrid Bill Stage (APo3 scheme). As such, the proposed elevations detail indicative restoration within the space between the new facility and the existing adjacent Magic Circle Building (Refer to Proposed Elevations for Information, Drawing number 1EW02-CSJ-AR-DEL-SSo6-137231 to 234). The public realm design will be developed by the station designers outside of the scope of this Schedule 17 request for approval.
- 3.1.9 The programme and sequence of construction works is set out in section 5.

3.2 Parking Requirements

- 3.2.1 One dedicated and reserved parking bay is required for LU vehicles on the northern end of the building (on the realigned Cobourg Street) in accordance with LU Standard S1915. This parking bay requires to be in close proximity to the loading bay doors on the north elevation of the building. For safety reasons, the parking space is required to be immediately adjacent to the building. This is currently shown on the plans (please refer to the proposed site plan Drawing number 1EW02-CSJ-AR-DSP-SSo6-137021) indicatively but will be subject to a Schedule 4 (Highways) submission. Having a dedicated parking bay for the LU personnel ensures there would be no impact to existing loading and parking bays within the area.
- 3.2.2 LU standard S1915 (Clause 8.10) requires satisfactory parking to enable routine deliveries by road transport vehicles and light goods vehicles without the need for lifting tackle.

3.3 Access Requirements

- 3.3.1 The below paragraphs summarise the access and internal maintenance requirements for the plant.

Substation access requirements

0 – 6 months (Interim Period)

- 3.3.2 Following commissioning, access would be on average twice per week for the first six months to resolve any initial issues with the plant operation and set up. This would involve a transit type van.

6 months to 8 years

- 3.3.3 Access would be approximately once per week to undertake routine maintenance, battery checks, DC Breaker testing, cleaning, lighting maintenance etc. This would involve a transit type van.

8 years plus (Long term)

- 3.3.4 As the plant starts to age, access for maintenance will tend to increase to twice or three times per week. Major plant maintenance takes place typically every eight years. This requires daily attendance for three to four weeks. This would involve one or more flatbed type vans.

Unplanned events

- 3.3.5 Access to rectify faults can occur at any time and may require removal and/or replacement of large plant items requiring the use of a crane and load loader (in the case of a transformer rectifier). Removal of large plant may require road closures and will be planned as appropriate at the time.

Tunnel ventilation access requirements

- 3.3.6 Typically, the below regular maintenance interventions would be required for the tunnel ventilation access (and would involve one van):

- Two major interventions annually required for attenuator, duct deep cleaning and louvre cleaning etc.
- Four - Six minor interventions annually for light cleaning and light fan maintenance etc.
- Heavy maintenance e.g. fan replacement, as and when required, in line with asset lifecycle, assuming no major failures.
- Fault rectification as and when required in response to any faults.
- Heavy maintenance would require specialist access, e.g. cherry picker/hiab, such maintenance events would need to be planned out in advance.

4 Design Criteria and Rationale

4.1 Analysis of Design Options

4.1.1 The Design and Access Statement provides a detailed description of how the design has developed, providing an outline of the key interfaces that have influenced the design and the constraints that have had to be considered. A summary of the design evolution is provided below.

4.2 Scope and Functional Requirements

4.2.1 The Traction Substation and Vent shaft will house critical plant and equipment. The end user and asset owner will be London Underground (LU), with an area occupied by UK Power Networks (UKPN). Therefore, it is critical that LU and UKPN standards and requirements are met in terms of the purpose of the building and the plant required. Some of the critical plant includes 3 main transformers, vent shaft and the maintenance hatch which are all fixed. There is a requirement for the transformers to be next to one another.

4.2.2 In order to maximise internal space to the external building parameter, the shape of the building is fixed to a cube. This provides a compact footprint with the need for efficient use of space.

4.2.3 The form, shape, footprint and height of the building is dictated by the internal plant and equipment required with no surplus internal space.

4.2.4 Please refer to drawings 1EW02-CSJ-AR-DPL-SS06-137121 and EW02-CSJ-AR-DPL-SS06-137122 for the internal layouts of each floor which shows the additional plant required in the building.

4.2.5 Other LU and UKPN requirements that need to be followed include:

- Ventilation requirements for plant
- Signage requirements
- Access requirements for maintenance, including the need for a dedicated parking space
- Need for 24-hour access (front access)
- 4-hour fire rating doors (UKPN doors)

4.2.6 The design of the building has been developed in accordance with the vertical and horizontal limits of deviation provided by the HS2 Act.

4.2.7 The overall design criteria for the Traction Substation and Vent Shaft includes the following:

- The need for ventilation
- Durability of the building
- Ease of maintenance

- Ease of construction
- Architectural expression (high quality design) vs the functionality of the building
- Ensuring the building does not encourage anti – social behaviour (climbing, graffiti, litter)

4.3 Form of the Building

4.3.1 The form, shape, footprint and height of the building is dictated by the internal plant and equipment required, and the combined function of a substation and vent shaft building. In order to accommodate all of the required technical equipment the resulting volume is effectively a cube - circa 18 x 18 x 20m - with a similar volume below ground linking to a new tunnel connection with the existing infrastructure to the north.

4.4 Context

4.4.1 Key constraints other than the technical requirements that have informed the design development include the consideration of the surrounding context and its buildings. To the east and south of the site is the Royal College of General Practitioners, a Grade II* listed building. The site is located outside the Bloomsbury Conservation Area.

4.4.2 The temporary context of the building needs to be considered in relation to its permanent context i.e. with the new station development, which will be located to the north of the building. The scope of this submission is for the external design and appearance of the building but it will sit within a wider developing area, and therefore needs to respond to its future context, and set the broader design principles to be considered by the station designers in terms of the surrounding public realm and the space immediately to the west of the building.

4.5 Concept

4.5.1 The initial design concept involved exploring ideas around a breathable façade, the intention being that the building's outer layer demonstrates the movement of air both through and across its surface and in so, doing expresses its function in a contemporary and engaging manner.

The vision for the building is:

4.5.2 To create a timeless and beautifully crafted object that wears its function lightly. It is contemporary but its choice of materials refers to the tradition of Victorian Underground architecture. The aim is to draw people in from a distance, and reward inspection close-up, in the detail and the grain of the material itself. It will change depending on the viewpoint, from façade to façade, making it constantly engaging.

The key parameters that make-up the overall concept of the proposal include:

- Form and Function - set by the buildings primary functions

- The façades 4 frontages - with their differing access and technical requirements.
- The single material cladding veil - conceived to express the functions underneath
- The adjacent landscape and public realm - whilst not in the scope of the submission, explored to consider the opportunities which may be possible.

4.6 Options

- 4.6.1 The role of the façade is to provide ventilation for the plant. As a result, the façade must be designed to facilitate this and also needs to provide access for maintenance.
- 4.6.2 A range of tile sizes were modelled and assessed with a 350mm x 350mm tile grid applied to the cube. After consideration of the tile size, the perforation pattern to be applied to the building was evaluated in order to fulfil the ventilation requirements.
- 4.6.3 The design options consisted of a single perforation applied to each tile, across the whole of the façade. The next option considered perforation in the façade where it is directly in front of the plant within the building and this began to add visual interest to the building. This was taken further by considering the detailing of the tiles and how this can create a playfulness in the design, with the addition of tilted tiles in some areas, creating architectural movement.
- 4.6.4 Contextual analysis was undertaken to review the most appropriate materials, colour and human scale elements, looking at how the building would be perceived from a distance and close up, in accordance with the overall design vision for the structure. Through testing various tile sizes, the articulation of the façade in design terms and human scale was tested.
- 4.6.5 The Design and Access Statement further elaborates on the design evolution, the response to the design criteria and the strategies that have been progressed to address these.

4.7 Materials

- 4.7.1 Various materials were considered for the façade including brick, glass and perforated or slatted aluminium. Research was undertaken into materials commonly found in LU historic architecture with glazed terracotta, also known as faience, emerging as a potential option.
- 4.7.2 Faience has historically been used for many LU installations such as South Kensington and Great Portland Street LU station, including the existing substation building in Melton Street that the project will replace.
- 4.7.3 Faience is robust, distinctive and low maintenance, a key requirement of the building. It also has a flexibility of form and perforation which can be exploited to create a delicate and dynamic façade arrangement.

4.8 Final Option

- 4.8.1 The height of the vent shaft building is at 19.2m above ground level. The design of building has been developed in accordance with the vertical and horizontal limits of deviation provided by the HS2 Act.
- 4.8.2 The architectural design comprises of cladding formed of glazed terracotta tiles (also known as Faience) in ivory, on all four sides of the building. Faience has historically been used for many LU installations, including the Melton Street vent shaft that the project will replace.
- 4.8.3 The proposal is based on a 350 x 350mm façade module accommodating the various access points, doors and other penetrations. A range of tile elements - flat, angled, tilted and perforated – are then combined to create a dynamic pattern across the facades accommodating the ventilation requirements. At pavement level the tiles are flush, in order to not interfere with pedestrians or facilitate climbing and littering. Above 3.2m, angled and tilted elements are introduced, adding additional aesthetic movement to the façade.
- 4.8.4 Access to the building will be on the southern, northern and eastern sides. There will be no access points on the western side. Although there are no ventilation features on the western side of the building, the tile pattern wraps around all sides for continuity.
- 4.8.5 The roof will have parapet around the edges, handrails, two hatches for access for inspection and clearance of the drainage outlets, powder coated aluminium grating, weather louvres and drainage.
- 4.8.6 The principal access points to the building for both LU and UKPN are located on the east and south facades of the building (facing Stephenson Way). These doors will be stainless steel doors.
- 4.8.7 A loading bay suitable for a transit type van will be located on the north façade within the main LU substation area. Access is provided by a pair of swing doors also clad in the glazed terracotta tiles, following and aligned with the rest of the façade. The loading bay is sufficiently large for the doors to be closed with a vehicle inside, as per LU operational requirements.
- 4.8.8 In the very unlikely situation of complete plant replacement, removable facade panels have been incorporated into the design (on the northern elevation) giving direct access to the LU substation and Vent shaft fan room. When such access is required it will be part of a planned maintenance & replacement procedure which will require the closure of the adjacent footpaths and parking bays. These panels will also be clad terracotta tiles.
- 4.8.9 Appendix A sets out the submitted drawings and indicates which drawings are for information and which are for approval.

4.9 External Maintenance

- 4.9.1 Discussions with the manufacturers of the glazed terracotta tiles have advised the following.
- 4.9.2 Glazed terracotta has 0% porosity. As a result, it is resistant to frost, dirt, allows no water absorption and will not stain. It is also unaffected by UV and will not discolour. Unlike aluminium

or steel, it also has negligible electrical conductivity so will not attract dirt electrostatically. Consequently, it is extremely robust and does not require any cleaning or maintenance for warranty purposes. Recently cleaned Victorian and Edwardian LUL buildings are testament to the durability of the material, which has been further enhanced by modern kiln firing and glaze technology.

- 4.9.3 Given its impervious nature, cleaning atmospheric pollution off the façade is relatively easy, and can be done using a waterjet and light detergent solution. Graffiti can also be removed using a waterjet. If the building is routinely targeted, a protective coating, such as SikaGard 850 which is barely visible to the naked eye, can be applied and will further facilitate the removal of graffiti.
- 4.9.4 The use of faience as an external material has been used in London for 100 years, is durable and widely used on many LUL buildings (including the existing LU substation that is to be replaced). The product weathers naturally and can withstand severe climates.
- 4.9.5 This above is only in relation to the maintenance of the external appearance of the building. The Design and Access Statement considers the wider maintenance considerations.

4.10 Stakeholder Engagement

- 4.10.1 Consultation and presentation of the proposal to various stakeholders has formed an integral part of the design development process. The table in Appendix B summarises the key stakeholders consulted. The key comments that have arisen from the stakeholder engagement are also summarised in Appendix B.
- 4.10.2 The Design and Access Statement further clarifies the key stakeholder engagement undertaken and how this has influenced the design development and evolution which has led to the current design.

5 Programme and Sequence of Works

5.1.1 The table below sets out an indicative construction timeline of the Traction Substation and the Vent Shaft and the wider public realm and station development.

Table 2 – Programme

Activity	Indicative Timeframe
Detailed Design	Summer 2018 until Summer 2019
Commencement of construction of Temporary Access Shaft	Late 2018
Commencement of Piling works for new building	Early 2019
Commencement of Tunnelling works	Spring 2019
Construction of Substructure	Late 2019 until early 2020
Construction of Superstructure	Early 2020 until Summer 2020
Fit out of new Building	Summer 2020 until late 2020

5.1.2 The Construction works consist of the following (please also refer to Figure 3 below):

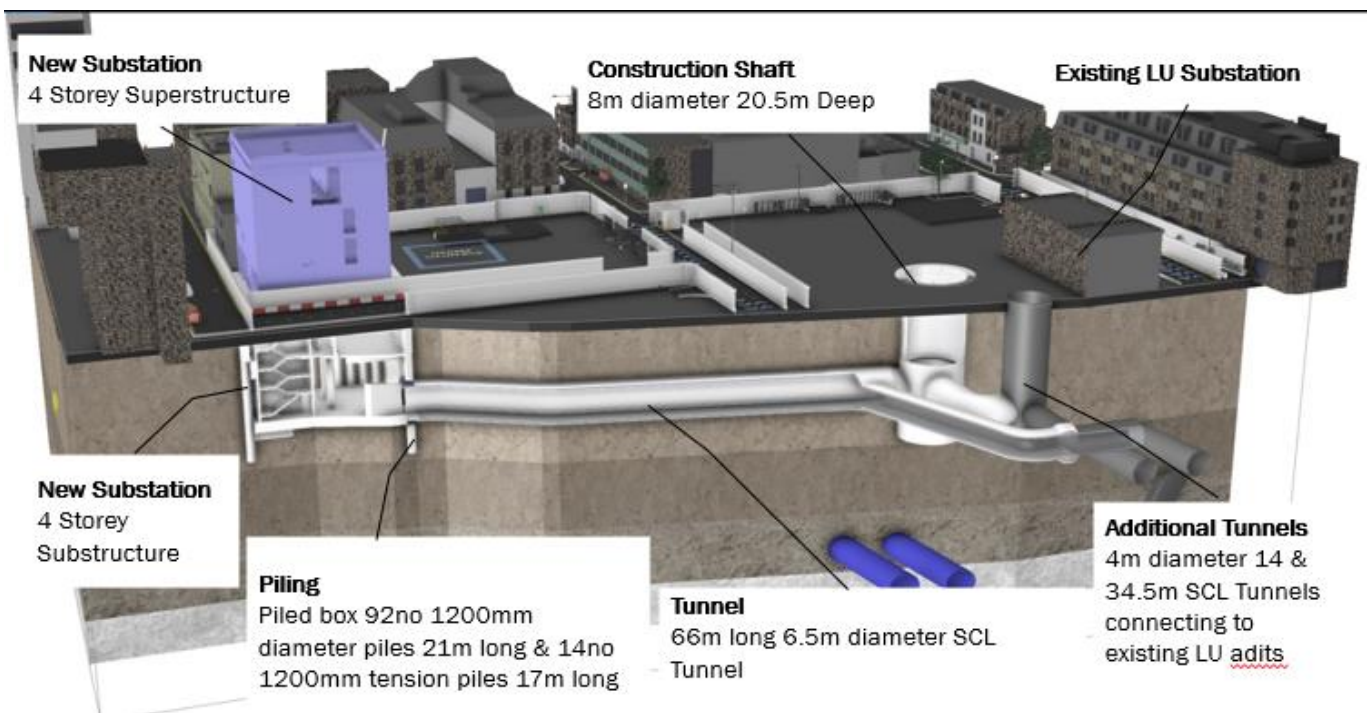
5.1.3 Construction of a Temporary Access Shaft at the location of the Calumet (photographic shop) building adjacent to the existing London Underground Traction Substation & Vent Shaft

5.1.4 A 66m long Sprayed Concrete Lined Tunnel will be constructed from the abovementioned Temporary Access Shaft to the location of the new London Underground Traction Substation & Vent Shaft. There will be additional smaller Tunnels (adits) connecting the Temporary Access Shaft to the existing London Underground tunnels beneath the existing London Underground Traction Substation & Vent Shaft

5.1.5 The Substructure of the new London Underground Traction Substation & Vent Shaft building will be constructed within a Secant Pile box below ground. The structure will be constructed from reinforced concrete. The abovementioned Tunnel will connect to the new London Underground Traction Substation & Vent Shaft at this level (as shown in Figure 3 below)

- 5.1.6 The Superstructure of the new London Underground Traction Substation & Vent Shaft building will be constructed from reinforced concrete at ground level and connect to the Substructure below.
- 5.1.7 Mechanical, Electrical and Public Health 'fit out' will be carried out as and when elements of the structure are completed. Access required to the building includes:
- Access by London Underground personnel
 - Access by London Underground vehicles
 - Removal of London Underground equipment/plant
 - Access by UKPN personnel
 - Removal of UKPN equipment/plant

Figure 3 – Key Construction Elements, LU Traction Substation and Vent Shaft



6 Other Consents Approvals/Notifications

6.1.1 In addition to this submission, there are further associated approvals that will be required including:

- A Schedule 4 (Highways) submission which will be required for the dedicated parking bay for LU staff and operational and maintenance requirements, and the permanent highway works and accesses.
- This request for approval shows indicative restoration in the public realm and the parking requirements. Further Schedule 17 requests for approval will include the design of the public/urban realm around the proposed Traction Substation and Vent Shaft. This is expected to be submitted in 2019.

Appendix A

Plans for Approval

The following plans comprise the submission for approval.

Table 3 – Plans for Approval

Plan Reference	Title
Proposed Site Plan (Ground Plan)	1EW02-CSJ-AR-DSP-SSo6-137021
Proposed North Elevation	1EW02-CSJ-AR-DEL-SSo6-137221
Proposed East Elevation	1EW02-CSJ-AR-DEL-SSo6-137222
Proposed South Elevation	1EW02-CSJ-AR-DEL-SSo6-137223
Proposed West Elevation	EW02-CSJ-AR-DEL-SSo6-137224

Plans for Information

The following plans have been submitted for information

Table 4 – Plans for Information

Plan Reference	Title
Existing Site Plan (Ground Level)	1EW02-CSJ-AR-DSP-SSo6-137002
Location Plan	1EW02-CSJ-AR-DSP-SSo6-137001
Photomontage 1	EW02-CSJ-AR-DPL-SSo6-137521
Photomontage 2	EW02-CSJ-AR-DPL-SSo6-137522
Photomontage 3	EW02-CSJ-AR-DPL-SSo6-137523
Existing North Elevation	1EW02-CSJ-AR-DEL-SSo6-137201

Existing East Elevation	1EW02-CSJ-AR-DEL-SSo6-137202
Existing South Elevation	1EW02-CSJ-AR-DEL-SSo6-137203
Existing West Elevation	1EW02-CSJ-AR-DEL-SSo6-137204
Existing Site Plan (Ground Level)	1EW02-CSJ-AR-DSP-SSo6-137002
Proposed North Elevation	1EW02-CSJ-AR-DEL-SSo6-137231
Proposed East Elevation	1EW02-CSJ-AR-DEL-SSo6-137232
Proposed South Elevation	1EW02-CSJ-AR-DEL-SSo6-137233
Proposed West Elevation	1EW02-CSJ-AR-DEL-SSo6-137234
Proposed Cross Section 1	1EW02-CSJ-AR-DSE-SSo6-137321
Proposed Cross Section 2	1EW02-CSJ-AR-DSE-SSo6-137322
Proposed Cross Section 3	1EW02-CSJ-AR-DSE-SSo6-137323
Proposed Cross Section 4	1EW02-CSJ-AR-DSE-SSo6-137324
Floor Plans Basement (1-3)	1EW02-CSJ-AR-DPL-SSo6-137121
Floor Plans (Ground Level – to Roof Level)	EW02-CSJ-AR-DPL-SSo6-137122

Appendix B

The table below summarises the key stakeholders consulted with a summary of the engagement. The key comments that have arisen from the stakeholder engagement have also been summarised in this section.

Table 5 – Key Stakeholders

Stakeholders	Engagement	Form of Engagement
London Borough of Camden	Ongoing liaison through design development (9 meetings between March - August)	London Borough of Camden will be the determining authority for the Schedule 17 Submission. Throughout the design development process pre-application engagement has been held with LBC to provide ongoing liaison on the design concept and detail.
Community Drop in session and consultation held on the 23/05/18 (responses received via Commonplace website – 7.06.18)	Engagement on Design	A community drop in session was held where the emerging design was presented, and community feedback was captured.
Stevenson Way Group (Royal College of General Practitioners, Magic Circle, Royal Asiatic Society and Royal College of Ophthalmologists)	Engagement on Design	One Focused meeting with SWG to present the design and capture comments.
Drummond Street Traders	Engagement on Design	Invited to the community drop-in in session.
Euston Community Representative Group	Engagement on Design	Invited to the community drop-in in session
Historic England	Two focused meetings	Focused meeting with Historic England to present the design.

Summary of key comments

Key stakeholder comments (from the public and statutory stakeholders listed in the previous table) have been captured through several focused meetings and stakeholder events. The common themes and comments that have been received from stakeholders are summarised below.

Comments have also been captured via the HS2 Common Place website, which summarises those comments from the community drop in session and the comments captured following the consultation event up until 07/06/18. These are also captured in the summary table below.

Table 6 – Key Comments

Theme	Response
<p>Active Frontages / Form of the Building</p> <p>Comments were received on whether the building can accommodate active frontages.</p>	<p>The Building is at maximum height (within limits of vertical deviation). The building will not be occupied and will house essential plant with the dual function of being a substation and vent shaft. The form, shape, footprint and height of the building is dictated by the internal plant and equipment required with no surplus internal space.</p>
<p>Provision of a green wall</p> <p>Can a green wall or roof be provided?</p>	<p>For maintenance purposes a green wall cannot be provided.</p>
<p>Landscaping</p> <p>Can landscaping be incorporated within the public realm?</p>	<p>The Schedule 17 is only for the design and external appearance of the Traction Substation and Vent Shaft, the public realm which includes landscaping will be considered as part of separate Schedule 17 requests for approval. For indicative purposes the plans show indicative restoration within the space to the west of the building next to the Magic Circle Building.</p>
<p>Context</p>	<p>Contextual analysis has been carried out through the design development and</p>

<p>How has context been considered?</p>	<p>evolution, in terms of consideration of the urban grain, material, colour and the setting of the building.</p>
<p>Human Scale</p> <p>How will the building create interaction at human scale?</p>	<p>Consideration has been given on how pedestrians would interact with the building at a human scale and this is reflected in the detailing in the tiles to help create interest in the building. There is no consistent datum line within the surrounding buildings in respect of windows/doors, style/position, building height. The functionality and purpose of the building is not the same as the surrounding buildings with different floors, height, size. The immediate, construction and long-term context with the station development will vary significantly. The building needs to be read in the context of its longer-term context in terms of scale/typology with the station and surrounding public realm.</p>
<p>Lighting</p> <p>Can lighting be incorporated within the design?</p>	<p>Architectural lighting of the building from within is not currently proposed due to the ongoing operational requirements for London Underground. Feature lighting will be considered as part of the wider public realm. The absence of internal /external lighting will not detract from the architectural appearance and quality of the building.</p>