

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/0162/HS2	Hero Granger-Taylor	08/02/2019 19:43:45	COMMNT	<p>Comments from Bloomsbury CAAC.</p> <p>We have no objection in principal to the demolition of Wolfson House and its replacement by this important element of London Underground infrastructure. We note that the HS2 scheme is now in serious trouble and that HS2 trains themselves might never come to Euston or that, if they do, they are likely to be fewer in number and taking up less space. With either of these outcomes, the removal of plant from the old locally-listed Northern Line entrance at the bottom of Drummond Street would allow this original building to become again an entrance for passengers to the Underground, a positive outcome for everyone who has at present to use Euston's very overcrowded single Underground entrance.</p> <p>The site also lies well behind the little row of late Georgian houses which made up the Cottage Hotel, and there is no need to demolish these to construct the new substation cum vent shaft.</p> <p>The proposed new building, although relatively compact in plan, is high – approximately 20 m – and with its straight sides is consequently very bulky. It will lie just outside the Bloomsbury Conservation Area so our concern is with its impact on the grade II* listed 30 Euston Square and with the CA beyond. Although there is plenty of visual material included in the application, we do not think that these wider aspects have been sufficiently considered. Judging by the drawing of the West elevation at p.13 of the drawings pack, it will be taller than the northern extension of 30 Euston Square and therefore is likely to be visible in distant views over the top of the latter, especially in views from the eastern end of Euston Square Gardens (these are due to become much more open after further loss of trees) and from the steps up to the existing station. The application should have included these views.</p> <p>The new building will also be highly visible from the proposed new station entrance, looking down the shifted 'Euston Street' beyond the blank end of 30 Euston Square, and these more northerly longer views should also to have been shown.</p> <p>All views, and the setting of the fine rear elevations of 30 Euston Square, would be much helped if the upper fifth or so of the building were set back. Most importantly, the proposed ceramic facing tiles should be matt not shiny; in other words they should have a matt finish like the cream tiles facing Great Portland Street station and not a shiny finish like the brown tiles on the (much smaller) Melton Street underground entrance.</p> <p>This has not been a convenient application to use. The drawing pack is 118 MB and the Design and Access statement 57 MB; the latter jammed my desktop computer when I first tried to open it, and such very large files much be hard to manage on a tablet or a phone: if HS2 Ltd really wants input from local people, they must learn to break up large files, or provide lower definition files in addition.</p> <p>Also it has been hard to find on Camden's website. I got no result when searching 'HS2' or 'Stephenson Way'. Please ask HS2 Ltd to make sure Camden application numbers are included in Press Releases and in documents posted on the HS2 in Camden Commonplace site.</p>

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2019/0190/HS2	Hero Granger-Taylor	08/02/2019 15:41:20	COMMNT	Comments on behalf of Bloomsbury CAAC. We have now objection to the removal and safe storage of sections of the Euston Square railings as long as this is on the condition of their complete reinstatement as part of the restoration of Euston Square Gardens which HS2 Ltd has committed itself to (we are checking whether there is an Assurance which covers this). This reinstatement should include the restoration of the original gates etc which were removed at some point (possibly when the war memorial was erected) but which are well recorded in the photograph Historic England Archive image no.CC97/00265. Hero Granger-Taylor, representing Camden Civic Society on Bloomsbury CAAC.
