Address:	**Wolfson House 2-10 Stephenson Way NW1 2HE**		**1**
Application Number(s):	2019/0162/HS2	**Officer: Laura Hazelton**	
Ward:	Regents Park		
Date Received:	**11/01/2019**		
Proposal: 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.			
Background Papers, Supporting Documents and Drawing Numbers: 1EW02-CSJ-AR-DSP-SS06-137021, 1EW02-CSJ-AR-DEL-SS06-137221, 1EW02-CSJ-AR-DEL-SS06-137222, 1EW02-CSJ-AR-DEL-SS06-137223, 1EW02-CSJ-AR-DEL-SS06-137224, 1EW02-CSJ-AR-DEL-SS06-137232 Rev P02.1 and 1EW02-CSJ-AR-DEL-SS06-137233 Rev P02.1.			
RECOMMENDATION SUMMARY: Grant planning permission subject to conditions			

Applicant:	**Agent:**
High Speed Two (HS2) Limited High Speed Two (HS2) Limited 1 Eversholt Street London NW1 2DN	Costain Skanska Joint Venture (CSJV) The Podium 1 Eversholt Street London NW1 2DN

OFFICERS' REPORT

Reason for Referral to Committee: Major development where this involves the construction, extension or conversion of floorspace for 10 or more new dwellings or more than 1000 sq. mtrs of non-residential floorspace (Clause 3(i))

EXECUTIVE SUMMARY

This application forms part of the wider works to the west of the existing Euston station to construct the new HS2 (High Speed 2) station. Section 20 of the HS2 Act grants deemed planning permission for HS2 Phase One and associated works between London and the West Midlands, some of the detailed design and construction are subject to further approval. Schedule 17 of the HS2 Act requires HS2 to submit to Camden for approval of certain matters relating to design and construction. This application seeks approval of plans and specifications. The Council can only consider these S17 applications within the constraints of the HS2 Act with limited grounds of what to consider, in relation to this application namely the external appearance of the building, its impact on the local environment and local amenity together with any prejudicial effects on road safety or on the free flow of traffic in the local area.

The proposed building would contain technical equipment for London Underground and would not be publically accessible. The proposed substation and vent shaft would replace an existing facility located on the corner of Drummond Street and Melton Street. The existing facility needs to be removed to enable the construction of the new HS2 station and concourse west of the existing Euston Station.

The proposed design is considered high quality, with conditions used to secure details of materials and the detailed design of the building. The proposal would not harm the setting of heritage assets, nor would it cause harm to the amenity of local residents. It is considered that the development would not impact on road safety or the free flow of traffic in the local area. It is therefore recommended that approval is granted subject to conditions.

1. BACKGROUND

Legislation and policy context

1.1 This Plans and Specifications application is submitted under Schedule 17 of the High Speed Rail (London to West Midlands) Act 2017 ("the HS2 Act") and relates to the erection of a replacement London Underground Traction Substation and Vent Shaft.

1.2 On 23rd February 2017, Royal Assent was granted for the HS2 Act which provides powers for the construction and operation of Phase One of HS2.

1.3 High Speed Two (HS2) Limited is the company responsible for developing and promoting the UK's new high speed rail network. It is funded by grant-in-aid from the government.

1.4 Section 20 of the Act grants deemed planning permission under Part 3 of the Town and Country Planning Act 1990 for HS2 Phase One and associated works ("the Works") between London and the West Midlands, but some of the detailed design and construction are subject to further approval. Schedule 17 to the Act puts in place a process for the approval of certain matters relating to the design and construction of the railway which requires that the nominated undertaker (the organisation on whom the powers to carry out the works are conferred, in this case, HS2 Ltd.) must seek approval of these matters from the relevant planning authority. As deemed planning permission has been granted by the Act, requests for approval under Schedule 17 are not planning applications.

1.5 Schedule 17 sets out the approvals required to be obtained by HS2 Ltd. These approvals are:

- Plans and specifications of certain works;
- Matters ancillary to development ("construction arrangements");
- Road Transport (lorry routes);
- Bringing into use; and
- Site restoration schemes.

1.6 Paragraph 4.4 of the Department of Transport (DfT)'s Schedule 17 Guidance notes states; 'These approvals have been carefully defined to provide an appropriate level of local planning control over the works while not unduly delaying or adding cost to the project.'

1.7 The Council can only consider these S17 applications within the constraints of the HS2 Act. The grounds on which the Council can refuse the application, or impose conditions on approval, are that the arrangements ought to be modified to:

- preserve the local environment or amenity;
- prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area; or

- to preserve a site of archaeological or historic interest or nature conservation value
- and are reasonably capable of being so modified

1.8 Any representations received from the public and any other third parties, shall be considered by the Council but within the context of the HS2 Act.

1.9 It is important to note that the HS2 Act states that all such applications must be determined within eight weeks of submission (unless HS2 Ltd agree an extension of time for determination), or they are deemed to be refused.

Framework of assessment

1.10 If Schedule 17 plans and specifications applications are considered to be acceptable, then the Council, as a qualifying authority, would only have discretion to attach conditions for any approval on the basis of the grounds set out in paragraph 1.7 above. Importantly, conditions can only be attached with prior agreement from HS2 Ltd.

1.11 The DfT's Schedule 17 Guidance notes states; 'The purpose of this is to allow the nominated undertaker and the planning authority the opportunity to agree whether the condition is necessary and appropriate, and would not unreasonably impede the building and operation of the railway, prior to the planning authority issuing its decision. It also avoids the potential for delay that would result from decisions being issued with inappropriate conditions'. Similarly, the reasons for any refusal can only be made on the same four grounds.

Additional environmental and community protection measures

1.12 The High Speed Two (HS2) Phase One Environmental Statement (ES) was produced to accompany the HS2 Act. The ES includes the likely significant environmental impacts along the route in addition to the measures to manage and reduce these impacts. In order to ensure that the environmental impacts of the project do not significantly exceed those assessed in the ES, Environmental Minimum Requirements (EMRs) (a group of documents setting out measures to be adopted to reduce adverse environmental impacts), sit alongside the statutory environmental controls included in the HS2 Act. Throughout the construction and operation of Phase One of the project, HS2 Ltd and its contractors will be required to comply with both the EMRs and those statutory environmental controls. HS2 Ltd. is also required, in addition to the EMRs, to use reasonable endeavours to adopt measures that will further reduce adverse environmental impacts caused by the HS2 scheme. The qualification to that is that the cost of doing so does not add unreasonable costs to the project or delay to the construction programme.

1.13 The Code of Construction Practice (CoCP) is Annex 1 of the EMRs. It sets out specific details and working practices in relation to site preparation (including site investigation and remediation, where appropriate), demolition, material delivery, excavated material disposal, waste removal and all related

engineering and construction activities. The CoCP sets out the measures that the nominated undertaker and contractors are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable, including traffic and transport.

1.14 Local Environmental Management Plans (LEMPs) have been prepared for each local authority area, which set out site specific control measures to be adopted by HS2 Ltd.'s Contractors.

1.15 HS2 Ltd. is required to prepare Local Traffic Management Plans (LTMP) for areas such as Camden that are impacted by HS2. The LTMPs build on the general environmental requirements contained in the CoCP and a route wide traffic management plan and sets out how the project will adapt and deliver the required traffic management measures.

1.16 The purpose of the enabling works LTMP is to set out information regarding the traffic management of HS2 construction in Camden and how HS2 Ltd. will engage with stakeholders such as Camden upon this.

1.17 In considering plans and specifications applications, Camden as a qualifying authority should have due regard to the system of controls available under the HS2 Act and shall not therefore seek to duplicate controls that the EMRs already contain.

1.18 Due to the very specific and significant impact HS2 Ltd. and its construction would have upon Camden, Camden Council, petitioners and affected parties, such as Camden Cutting Group, secured additional assurances on key measures such as amenity controls and community working groups that will help protect the lives and livelihoods of its residents and businesses. Assurance is the term used to describe any other commitments. These are unilateral commitments given directly to petitioners or affected parties, which do not have the status of legally binding contracts enforceable by the courts, but are made binding on the project and ultimately enforced through the Secretary of State for Transport.

2. SITE

2.1 The proposed substation and vent shaft building is located at Stevenson Way, in the location of the current Wolfson House, which is due to be demolished to accommodate planned HS2 works.

2.2 The new substation and vent shaft building will replace an existing facility located nearby, on the corner of Drummond Street and Melton Street which is being demolished to make way for the new HS2 Euston station and concourse.

2.3 The site is bounded by Stephenson Way to the south and east, Euston Street to the north, and Regnart Buildings to the west. The Royal College of General Practitioners (RCGP) at 30 Euston Square sits to the east and south of the site, and is Grade II* Listed. The rear elevation of the 30 Euston Square faces onto the application site. The Magic Circle headquarters sit to the west of the site (18

Stevenson Way), and the buildings to the south of the site are all rear facing elevations (including 30 Euston Square and iQ Bloomsbury student accommodation building at 200 Euston Road).

2.4 The site is located to the north and west of the Bloomsbury Conservation Area (which includes 30 Euston Square and 194 - 200 Euston Road) and is located within the Euston Area Plan area.

2.5 The surrounding context will change extensively in the coming years with the proposed Euston HS2 station and planned oversite development, as well as associated works to the surrounding highway and public realm. The new Euston HS2 station will be located to the north of the site, fronting Coburg Street.

2.6 Although an area of open space will be created adjacent to the proposed vent shaft and substation, the use and design of this area of land will be determined under a separate S17 submission, and is not a consideration in the determination of the current application.

3. PROPOSAL

3.1 The request for approval of plans and specifications has been made under paragraph 2 of schedule 17 of the HS2 Act 2017.

3.2 The proposed building will provide a dual function, as the London Underground (LU) traction substation and vent shaft, housing essential plant and equipment. The end user and asset owner will be London Underground.

3.3 The existing LU traction substation and vent shaft building on the corner of Melton Street and Drummond Street provides power for the Northern Line trains and vents the Northern Line platforms, as well as providing power to LU stations. The existing building will be demolished as part of the Euston HS2 oversite development, and as such, a replacement traction substation and vent shaft building must be constructed.

3.4 The proposed site is currently bounded by Stephenson Way to the south and east, Euston Street to the north and Regnart Buildings to the west. The HS2 Station Masterplan reconfigures the northern portion of the site, pushing Euston Street southwards, extending Cobourg Street south to Stephenson Way, and leaving the possibility that Cobourg Street is later extended through to Euston Road, following demolition of 200 Euston Road. The resulting site for the substation/vent shaft is roughly square in plan at street level, and is completely detached from the surrounding buildings.

3.5 The replacement 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.

3.6 Above ground, the new substation will be four storeys in height, and below ground will be four storeys, however, it is only the above-ground development

which can be considered in the determination of the current schedule 17 application.

3.7 The new traction substation and vent shaft is smaller than the original Wolfson House building in terms of footprint and height, and is smaller than the building assumed and assessed at the Hybrid Bill Stage. As such, the proposed elevations detail indicative restoration within the space between the new facility and the existing adjacent Magic Circle Building. However, it is important to note that this is indicative, and that the public realm design will be developed by the station designers as part of the Schedule 17 for the new HS2 station and is outside the scope of this current submission.

Revisions

3.8 During RIBA stage 4 design development, TfL identified concerns within the LU substation/vent shaft design which would have reduced its ability to meet their functional requirements in relation to future maintenance activities and fire safety. Following workshops between HS2 and TfL, it was agreed to remove a UKPN substation which was previously proposed to be included within the building. The only external alteration as a consequence was a reduction in number of ground floor access doors to the east and south elevations.

3.9 Following alterations to the internal layout (which is not under consideration as part of the current schedule 17 application), TfL have confirmed that the proposed substation and vent shaft would meet their functional requirements.

4. RELEVANT HISTORY

4.1 No relevant planning history relates to the site.

4.2 No other similar schedule 17 plans and specifications applications have been submitted to date.

5. CONSULTATION SUMMARY

5.1 **Historic England** commented (summary):

- Concerns regarding how the proposed design will integrate into the future townscape, and relate to the proposed area of new open space located immediately to the west.
- The proposed design fails to respond positively to its surrounding context, including the robust and restrained rear elevations of the Grade II* listed Royal College of General Practitioners.
- Opportunities have been missed to break up the massing and activate the elevations at ground level and respond to the human scale.
- It is disappointing that no architectural lighting proposals have been included that would help to animate the structure after dark, and that the design does not incorporate any activation or visual interest to the elevation facing the area of proposed new open space. This space runs

the risk of appearing to be a gap-site of 'dead space' and we would welcome further consideration of its treatment within the overall design.
- We welcome that some consideration has been given to creating visual interest within the design of the elevations while still reflecting its function and we support the principle of the use of faience as a contemporary reference to the rich tradition of LU architecture.

5.2 The **Bloomsbury Conservation Area Advisory Committee** commented (summary):

- No objection to the demolition of Wolfson House and its replacement with LU infrastructure.
- The proposed new building, although relatively compact in plan, is high 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.
- 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.
- 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.

5.3 Transport for London (TfL)

- We continue to work with HS2 on developing their proposals for the internal layout and subsequent fire strategy in order to meet LU's functional requirements of the structure, we do not have any objection to the external appearance of the building.

5.4 <u>Adjoining Occupiers</u>

5.5 Multiple site notices were erected on 14/01/2019 at the following locations:

- 2 on Stephenson Way (on both frontages of Wolfson House)
- 1 along Regnart Buildings

- 1 on Euston Street
- 1 on Euston Road
- 1 outside 6-10 Melton Street

5.6 A press notice was placed on 31/01/2019.

5.7 In accordance with the Statement of Community Involvement (SCI), Camden no longer sends neighbour notification letters about planning related applications. As a matter of courtesy however, the following groups were notified via email of this application directly:

- C.H.A.R.G.E (Camden HS2 Association of Residents Groups for Engagement)
- Drummond Street TRA
- Stephenson Way Group
- Euston Mosque
- Euston Town BID

5.8 Representations summary

5.9 One objection was received on behalf of the Magic Circle (12 Stephenson Way) which is summarised below:

Setting and context

- The development does not include proposals for the building's curtilage. It is difficult to understand how the planning authority can reach a reasoned view of the merits of the building design without knowledge of the setting and context into which the building is to be placed. The Council should seek assurances from the applicant regarding the setting of the development including proposals for the public realm and other private spaces around the building. The sketches indicate the provision of hard and soft landscaping to the north and west of the building which is supported generally, but with certain detailed concerns regarding the open space between 12 Stephenson Way and the site, and the area alongside Regnart Buildings. The council should seek assurances to retain open views of each side of the cube with appropriate public realm and landscaping.
- It is disappointing that the proposed building hasn't been set back from Stephenson Way to provide a wider, safer pavement.
- The service entry doors to the south elevation are not an enhancement to the public realm and not achieve any animation of the streetscene. Will result in a dead-end service road feel and encourage anti-social behaviour.

Building Design

- Appears to be an elegant solution for a non-engaging utilitarian and monolithic building, but concerns that the surface will become stained and streaked by rain.
- Openings may result in entry points for nesting pigeons, deposit of litter, or worse. The textured façade would have limited run off and the mesh would attract dust and dirt.
- The proposed modular pattern of the facades appears to be at odds with the required standards for service entry doors. Some illustrations show no screens and others show tiled screens in place. Likely that the screens would not be used on service entry doors as they would be too heavy for hinges.
- Welcome the blank façade facing the party wall to 12 Stephenson Way.
- No details of how the building will be illuminated at night.

Other issues

- The Magic Circle needs to attract audiences, corporate organisations and the visiting public to its building. It is essential that the surrounding area, is attractive and appropriate for this purpose.
- The nature of piles required for the construction of the building is described within the application. Further information is requested and the council's consideration required, to understand the impact of such on the Magic Circle property.

6. LEGISLATION, Guidance, and Environmental Minimum Requirements

6.1 The applicable legislation is referred to above in section 1 of this report. The most relevant documents are identified below for assistance:

<u>The HS2 Act</u>

- High Speed Rail (London - West Midlands) Act 2017, in particular Schedule 17 paragraph 2

<u>Statutory Guidance</u>

- High Speed Rail (London - West Midlands) Act 2017 - Schedule 17 Statutory Guidance

<u>Environmental Minimum Requirements and related documents</u>

- High Speed Rail (London - West Midlands) Environmental Minimum Requirements (the EMRs) General Principles February 2017
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 1: Code of Construction Practice High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 1: Code of Construction Practice
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 2: Planning Memorandum
- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 3: Heritage Memorandum

- High Speed Rail (London-West Midlands) Environmental Minimum Requirements Annex 4: Environmental Memorandum
- HS2 Context Report October 2017
- London - West Midlands Environmental Statement 2013
- Supplementary Environmental Statement 4 and Additional Provision 5 (Supplementary Environmental Information) 2015
- HS2 Phase One information papers: environment (series E)
- Local Environmental Management Plan London Borough of Camden (LEMP) December 2017

7. ASSESSMENT

7.1 The grounds that are relevant for the determination of this application are considered in the following sections of this report:

8	**Consultation**
9	**The local environment or amenity** - Background and context - Policy Background - Euston area plan - Description of the works - HS2 Design review panel - Scale / Massing / Streetscape - Detailed design / materiality - Signage - Lighting - Controlling construction impacts - Amenity Impacts - Conclusion
10	**Archaeological / historic interest / nature conservation value** - Impact on designated heritage assets - Archaeological interest - Nature conservation - Ground Movement / Settlement / Structural stability of buildings - Conclusion
11	**Effects on road safety or on the free flow of traffic**
12	**Planning obligations**
13	**Mayor of London's Crossrail CIL**
14	**Camden CIL**
15	**Conclusion**

16	**Recommendations**
17	**Legal comments**
18	**Conditions**
19	**Informatives**

8. Consultation

The applicant has provided a summary of the pre-application consultation undertaken and the feedback received. Engagement has been undertaken in the form of focused meetings with stakeholders, design workshops and presentations. A summary of the feedback received is provided below.

London Underground

- Confirmation required on the cleaning and maintenance requirements for the cladding material proposed.
- An expression that any lighting provision should be included within the surrounding public realm works and or station design with a preference for no lighting applied to the proposed Substation and Vent Shaft building in order to minimise maintenance costs.
- Confirmation required on the detail regarding the building's access strategy and details regarding the doors both from a longer term maintenance perspective (the replacement of equipment etc.) as well access of personnel in terms of maintenance and means of escape.
- Details required on mitigating measures to avoid bird roosting and perching on elements of the proposed façade.

UK Power Networks (UKPN)

- Confirmation sought on the access strategy to ensure it aligns with UKPN requirements to include both personnel access and strategies for replacement of equipment.
- Confirmation required on the final façade build up and how the ventilation requirements will be met with the proposed design.

Historic England

- A consideration of the building within its townscape.
- A recommendation to look further at the historic architecture and choice of materials of other historic LU buildings and assets as a means by which to inform the façade design development.
- Further work required on addressing the building in the human scale including proposals to address breaking down the massing.
- Lighting - Exploring lighting strategies to consider how the building may be animated at night.

Stephenson Way Group

- Consideration needs be given to how people live, move and use this space and wider context.
- Consideration should also be given to the surrounding context, so the building does not appear in isolation. Detail is required on the choice of material to be used and the maintenance strategy for each of the buildings façades.
- Confirmation is required on how the proposal relates to historical rail architecture.

Local community (residents and local businesses)

- A community engagement event was held on the 23rd May in the form of a public drop in session, where the emerging design was presented and comments received in the form of an open question and answer session, comments were also captured via the HS2 commonplace website.

9. The local environment and amenity

Background and context

9.1 The Schedule 17 submission seeks approval of plans and specifications for the substation and vent shaft building in relation to design and external appearance, commensurate with a RIBA 3 level of design development (pre-technical design). Given the HS2 construction programme, consent is necessary for the building in advance of the Euston station design and wider public realm, as the existing LU substation and vent shaft requires relocation due to the HS2 station works.

9.2 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. The current masterplan shows Coburg Street as being extended south, to run past the west elevation of the proposed vent shaft/substation to connect to Stephenson Way. Additional proposals also explore the demolition of 200 Euston Road (should this building be acquired) to allow Coburg Street to extend further southwards directly onto Euston Road.

9.3 As such, the drawings submitted for approval show a vacant space to the west side of the vent shaft and substation building, although it must be noted that this is not within the scope of the current schedule 17 submission. The surrounding public realm and highway works are being designed by the HS2 Euston Station Design Services Contract (SDSC) who are currently in discussions with the council on the site restoration scheme with the Schedule 17 application intended to be submitted in January 2020 at the same time as the Schedule 17 application for the main station design. This will enable the adjacent public realm to be designed cohesively with the station and wider public across the station site.

9.4 At the time that the construction of the building is completed, the land to the north and west of the substation will be utilised to support construction of the wider station development. It is not anticipated that this land will be accessible to the public until the opening of Stage A of the station in 2026, therefore the Schedule 17 Site Restoration scheme for the adjacent site and wider area will be agreed in advance of the discontinuation of the worksite. Should there be temporary phases where the land to the west is not utilised for construction, the applicant has confirmed that the use of the area for temporary open space will be considered in accordance with the assurance given to the Council.

Policy Background - Euston area plan

9.5 The Euston Area Plan (2015) is a long-term strategic planning framework to guide transformational change in the area up until 2031, focused around the redevelopment of Euston station. The Plan sets out general heights that may be appropriate for new development, and are based on an analysis of the surrounding built context and modelling of potential impacts on strategic views. Figure 3.4 of the Euston Area Plan (reproduced below – figure 1) shows a masterplan of potential general building heights and Protected Vistas, and shows that Euston Station and the site of the proposed vent shaft and substation building are located within the wider setting of the protected view from Primrose Hill to St Paul's Cathedral and are considered appropriate sites for buildings up to 9 - 10 storeys tall (27 - 30 meters).

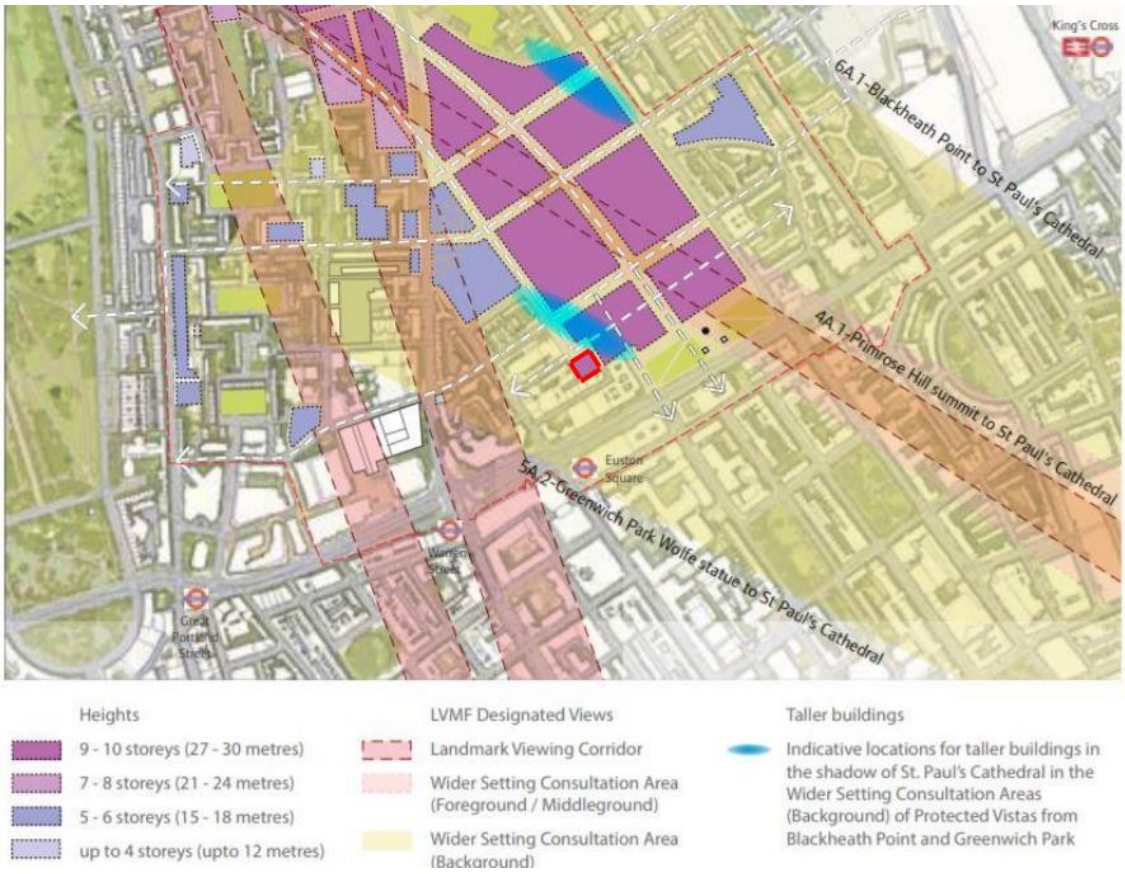


Figure 1: Euston Area Plan illustrative masterplan showing potential general building heights and protected vistas. Site shown in red.

9.6 The site is on the boundary of three character areas defined in the 2015 Euston Area Plan:

- Drummond Street and Hampstead Road
- Euston Road
- Euston Station and tracks

9.7 Within the Drummond Street and Hampstead Road area the existing buildings are typically 4-5 storeys and the proposed building has been designed to align with this context. For the Euston Station area, the adopted Plan suggests heights of 9-10 storeys (27-30m), with the possibility of going up to 60m on the corner facing the proposed vent shaft. This is clearly a significant change in scale, corresponding to the relative importance of the station site.

Description of the works

9.8 The Building will provide a dual function, one is the London Underground (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.

9.9 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. The HS2 scheme requires the demolition of the existing LU traction substation and vent shaft due to its location within the footprint of the proposed new HS2 Euston Station. As a consequence, a replacement traction substation and vent shaft building needs to be constructed outside the footprint of the new HS2 station.

9.10 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. Above ground, the new substation will be a four storey building and below ground will be four storeys. The below ground elements of the building have been shown in the submitted drawings for information purposes only as below ground works cannot be considered as part of the determination of the schedule 17 submission.

9.11 The building will roughly be cuboid in shape, and clad in cream-coloured faience tiles incorporating a mixture of flush tiles and angled, perforated tiles. The intention is to activate the facades with a more dynamic arrangement of tiles, whilst also allowing ventilation of the building and to reflect its function as a vent shaft.

HS2 Design review panel

9.12 The first iteration of the vent shaft and substation design which established the concept of a cube form, as well as its size, siting, and internal configuration which has been retained by the current proposals. However, the facades were

previously proposed to be finished with a brick base with aluminium louvres, and pleated aluminium cladding (see figure 2). This design was presented to the HS2 Design Review Panel (DRP) in January 2018.

9.13 Despite Planning and Design Officers' request that the current design was presented to the HS2 DRP, Officers were informed that the development was not identified as a key design element as outlined in HS2 Information Paper D1, Design Policy, and therefore would not normally have been presented to the HS2 Independent Design Panel. As such, HS2 considered that a further review by the Panel would not be appropriate. Nevertheless, a supplementary statement was prepared to demonstrate how the current proposals address the principal comments made by the panel (Table 1).

Figure 2: Previous design

DRP Comment	HS2 Response
A small architectural practice should be engaged to work on the project to ensure the commission is given the full attention it requires. An artist could also be involved in working with designers.	William Matthews Associates, a small architectural practice established in 2013, was appointed by HS2 Ltd in spring 2018 to progress the design for the building and has been involved in all pre-application discussions and associated design development with London Borough of Camden.
Two parallel design options should be explored: a stand-alone building, or as part of a terrace. If the building is to be a stand-	It was felt by the design team that a standalone structure was the most appropriate solution as a means by

alone structure, it needs to be an extraordinary, sculptural object. If it is to be linked to the existing terrace, a design language will be required linking it into the street.	which to explore the sculptural opportunities of the building as an object. This was an approach agreed with LBC during early consultation. While the building design does not preclude an infill development in the land to the west, a development opportunity is currently unlikely to come forward.
More thinking is needed on how to make use of the leftover space, if it is not developed, including on how creative temporary uses can be introduced.	At the time that the construction of the building is completed, the land to the north and west will be utilised to support construction of the wider station development. It is not anticipated that this land will be accessible to the public until the opening of Stage A of the station in 2026. Should there be temporary phases where the land to the west is not utilised for construction, the use of the area for temporary open space will be considered in accordance with the assurance given to LBC. Community engagement will be developed in line with the HS2 Community Engagement Strategy and Local Area Engagement Plan for Camden.
Recycling of materials from demolition of the existing London Underground structure should be investigated.	No response.
The cobbles currently in place on Stephenson Way are an important part of the area's character, and should be retained.	The intention is to retain as much of the character of the area as possible including the cobbles on Cobourg Street.
Design decisions for the building should be made alongside HS2's engineering team, so designers fully understand the options for managing the building's functions.	The operational requirements of the building have been discussed throughout design development and factored into the design to ensure that the RIBA 3 design does not compromise the functional requirements of the building.
The panel feels that the use of different materials at different levels of the building would break up its single form, and that the power of recent design exemplars lies in their use of a single material from top to bottom. A simple approach to materials would be more effective if the building is to be a stand-alone structure.	Linked to the decision to progress the design as a standalone structure and object, a single material is proposed to further express this. The use of Faience provides a reference to the existing shaft and substation being replaced and also links the design to a range of existing LU buildings where this material has been successfully applied.
The decision on whether the space to the	Acquisition and demolition of No. 200

west of the Cobourg Street building is developed or not is critical to determining the design approach. This will require a decision on whether there is any likelihood that No.200 Euston Road might be bought and demolished to create a new link to Euston Road.	Euston Road was identified in the Euston Masterplan Report as an opportunity. HS2 Ltd has liaised with Lendlease, the appointed Master Development Partner, and understand they currently have no intention to acquire the property. HS2 Ltd will continue to liaise with Lendlease and the London Borough of Camden to consider the opportunity should it be proposed at a later date.
The panel suggests that the unoccupied space on the site is unlikely to be environmentally suited to becoming a public space, but that a new entrance to the Magic Circle building may be an effective way to introduce activity	Whilst not within this scope, the design allows for the potential for an adjacent public space. Additional street scape views from further down Coburg Street have highlighted that this space would be a primary focal point to the realigned Cobourg Street. The west elevation of the building has been designed with crafted tile detail offering visual interest to users of a future public space. HS2 Ltd has a commitment with the Magic Circle to discuss the treatment of the exposed wall and will liaise with the MDP in conjunction with their plans.

Table 1: Response to recommendations of Independent Design Review Panel

Scale / Massing / Streetscape

9.14 The proposed site sits on the corner of Stephenson way and the southern extension of Cobourg Street. The site is located adjacent to the Bloomsbury conservation area which covers the southern and eastern sides of Stephenson Way, and includes the Grade II* listed Royal College of General Practitioners (RCGP) which sits immediately west of the site. This area of the conservation area is characterised by larger institutional buildings facing onto Euston Road. To the north and west of the site the area is characterised by a grid of well-preserved 3-4 storey Regency terraces, formed by North Gower Street, Euston Street, and Drummond Street. Stephenson Way has a mews character, narrow relative to heights of 5-6 commercial storeys, and mostly redeveloped in recent years. The HS2 station will sit directly to the north. The Euston Area Plan identifies this corner of the HS2 development as 'Indicative locations for taller buildings in the shadow of St. Paul's Cathedral in the Wider Setting Consultation Areas (Background) of Protected Vistas from Blackheath Point and Greenwich Park'.

9.15 The building would sit apart from any neighbouring buildings and is bound by Cobourg Street to the north and Stephenson way to the south and west. A new space will be created to the east between the terraces on Stephenson Way and the proposed building.

9.16 The proposed building would be four storeys in height, measuring approximately 18m wide x 19m high x 17 deep. In terms of its height, it would sit just lower than the vertical limit of deviation prescribed by the HS2 Act (i.e. the maximum height benefitting from deemed planning permission by the Act).

9.17 The structure will include the LU Vent Shaft, LU Substation, LU switch gear and a small area of staff facility and circulation. The internal layout has been designed to accommodate the required equipment in as minimal space as possible. The space requirements have been scrutinised to ensure that the building is no larger in footprint or height than necessary.

9.18 Due to the location and form of the building as a standalone cube and the lack of external requirements the building has been conceived as a well detailed sculptural object in the streetscape. The building is clad in a single material and appears as a simple cube in views from afar. The tiles have variation across the facades to provide animation and detail in closer views

9.19 The proposal will be viewed along Cobourg Street in both long and short views within a varied context in terms of not just building heights, but architectural style, massing and materials. The proposed building would not be considered out of scale in comparison to neighbouring buildings and the existing building to be demolished, Wolfson House. For example, nos.194–198 Euston Road measures approximately 22m high, with additional single storey structures at roof level; 200 Euston Road measures 24m high, again with an additional set back single storey plant room, and 12 Stephenson Way measures approximately 17m high. The 30 Euston Square elevation facing the site measures approximately 18m high, increasing to a maximum height of 26m.

9.20 The local area is characterised by a tight urban grain, with the surrounding area generally terraced buildings of varying heights. In contrast, the proposed building would be separated from neighbouring buildings on all sides. The building is broadly a cube shape, with the architectural intent being the creation of an inherently sculptural quality.

9.21 Given that the building is not publically accessible, nor will it be frequented regularly by LU staff, there will be limited human activity and as such, limited requirement for access doors, windows, internal floor levels as would characterise neighbouring commercial or residential buildings.

9.22 The quality and detailing of the materials will be of utmost importance to ensure the success of the building appearing as a standalone, sculptural object, as per the architect's intent (the detailed design and materiality are discussed further below).

9.23 Following submission of the Schedule 17 application, additional visuals were submitted to assess the proposed building in longer views along Coburg Street and Melton Street. In long distance views (>100m) from the north end of Cobourg Street the proposal is a relatively small element in the view; the new station and OSD are of a far greater scale and importance (shown to the left of

figure 3). Although the detailing of the louvers and tiles will not be visible, the simplicity of the form and uniform colour will still be visible.

Figure 3: Long views of the north elevation along Coburg Street

9.24 In mid distance (10-100m) views, though still considerably smaller than the station and OSD, from Drummond Street and Euston Street the Vent Shaft / Substation is now larger and the pattern of the louvers across the façade would be clearly visible. From this range two adjacent facades would normally be visible, and the flow of the louver pattern from one to the other would be apparent (see detailed design section below for discussion of facing materials and design).

9.25 Given the local context of development and variety of building heights, styles and materials, the proposed building is not considered to be excessively large or out of scale with the surrounding buildings which are of a similar height.

Figure 4: Middle-distance views of the north elevation along Coburg Street

Figure 5: View westwards along the extended Coburg Street. The building can just be seen behind the exposed north elevation of 30 Euston Square.

Detailed design/materiality

9.26 In short views (<10m) the building will be seen in isolation, and at this point the details of the proposed faience tiles will be apparent. The project architect

describes one of the attractions of faience is that “being a moulded material it feels ‘crafted’ and human, as opposed to machined and robotic. The chamfers and curves required in production have a natural softness and sensibility that almost invite you to touch it. The size of the tiles (350 x 350mm) is also important in generating a new visual layer which is more human in scale. The module ties in with door widths and other openings, as well as providing a suitably fine grain for the louvre pattern across the façade.”

9.27 The single material cladding veil is designed to express the function of the building. The proposed cladding system is based on 350 x 350mm modules accommodating the various access points, doors, and other penetrations. At pavement level, the tiles would sit flush so as to not interfere with pedestrians or to facilitate climbing and littering. Above 3.2m, tilted and angled tiles would be introduced to add additional movement to the façade. The intention is for the façade to be ‘playful, dynamic and lively’, and for the building’s form to reflect its function as a vent shaft, creating a façade which also serves the purpose of ventilating the equipment within and the tunnels below. The angled tiles would be positioned so as to give the appearance of air passing both across the façade and through it.

9.28 Ivory faience tiles are proposed with a gloss, crackled finish. The use of faience tiles has been proposed to reference historic London Underground architecture, where glazed terracotta (faience) was often used – for example, the red gloss tiles seen to many underground stations, including the existing substation on the corner of Drummond Street and Melton Street and the cream-coloured faience tiles to the Grade II Listed Great Portland Street station, where, the steel framed rotunda is clad in cream faience to reflect the stucco commonly used around Regents Park. The proposed faience tiles are available in a varied range of colours, including various shades of cream and ivory.

9.29 Faience has been chosen as it is robust, distinctive and low maintenance, with flexibility of form and perforation which can be controlled to create the dynamic façade proposed. The proposed cladding system is based on a demountable panel system fixed onto stainless steel supports, where each element can be removed to allow access for maintenance.

9.30 Access points would be to the north, south and east facades. The north elevation would be the most prominent elevation facing the new HS2 station. Consequently, the doors on the north elevation would be completely flush with the façade line and clad with the same tiled façade as the rest of the elevations. These access points would provide access to a loading bay for LU vehicles. Since these doors could be used weekly, the glazed terracotta tiles would be reduced in thickness to assist in reducing the overall weight of the door. The north elevation also incorporates large removable façade panels to allow access in the rare cases of complete plant replacement. These panels are also clad in the same faience tiles.

9.31 To the south and east, the doors are smaller in scale and are part of a grouped sequence slightly inset from the façade line. The doors to the south and east facades will form the principal access points for LU staff. Due to their regular

use and need for a robust finish, these doors would be clad in brushed stainless steel, although the steel would be panelised to replicate the size and format used for the glazed terracotta tiles to the rest of the elevations. This approach simplifies the design and avoids complicated tile details. The tiled façade acts as a veil revealing the structure behind at these areas. This gives the elevation more depth, allowing the passer-by to engage with the structure at this point.

9.32 At ground level, a setback shadow gap would be introduced, finished with a stainless steel plate at the bottom of the cladding system, to articulate the form of the building and provide an appropriate junction between the building and the street level. The height of the shadow gap varies as the pavement changes by approximately 150mm from north to south. Stainless steel is an appropriate choice as it would reference the access doors to the south elevation, whilst being a suitably robust material.

9.33 Although there is limited human activation in terms of people accessing the site or windows and doors providing views in to and out of the building, the façade has been designed to try to introduce a sense of activation by way of the pattern of angled tiles across the façade and a variation of scale and detail. The intention is to portray a sense of the function of the building with the angled, perforated tiles giving a sense of air flow across each of the four elevations, and bring a sense of activation to the façade.

9.34 The choice of glazed faience tiles in reference to traditional LU architecture is supported, and they are considered an appropriate, robust material which will weather and age well. In terms of the building's maintenance, the applicant has confirmed that when glazed, terracotta has 0% porosity, and as such, is resistant to frost and dirt and will not stain. It is also not affected by UV and will not discolour. Consequently, the façade would require very limited cleaning or maintenance. This is considered particularly important given the limited maintenance and cleaning they are likely to receive being a LU asset. Final details of the proposed tiles, including colour, size, texture, positioning and layout would be secured by condition should approval be granted, to ensure the final colour choice and pattern was appropriate and sympathetic to the building's setting and local townscape.

9.35 Following Officer and Stakeholder feedback, the applicant's design and access statement discusses the design response to ensure the façade does not allow for birds resting or nesting on the angled tiles. Research suggests that pigeons will not rest on ledges of less than 40mm in width, on an angle greater than 45 degrees and will not pass through a mesh smaller than 40 x 40mm. These criteria have informed the concept design of the tiles and their configuration. Likewise, measures to prevent unwanted climbing of the façade have been considered and incorporated into the detailed design. A height of 3m has been taken as the maximum someone could scale, without purchase, from the pavement. Below this height, all tiles are flush, and all penetrations have angled faces and are backed by a 10 x 10mm stainless steel mesh to prevent finger or foot purchase. Above 3m, the mesh perforations are 30 x 30mm to still prevent birds from entering the façade cavity, whilst maximising the free area for air

flow. The façade has also been designed to allow for any debris pushed through the mesh to fall down to pavement level via the shadow gap to allow for cleaning.

9.36 Due to the proximity of taller buildings overlooking the site, the roofscape has been designed so that no mechanical plant is proposed at roof level, reducing any visual clutter. Maintenance access would be via a pair of hatches, and the remaining surface would be a brown roof system. The raised roof parapet would finish the top of the cube structure in a clean and simple way.

Signage

9.37 LU statutory signage is required on all the key access and egress points. Where external signage is required, for the purposes of operation, maintenance and safety, it is proposed to be incorporated into the design to minimise visual impact and be as unobtrusive as possible. It is unlikely that signage would be perceptible from longer distances, although final details of the size, type and location of all signage would be secured by condition if approval is granted to ensure the visual impact is minimised and they are sympathetically incorporated into the final design as much as possible.

Lighting

9.38 Although encouraged by Officers, decorative lighting has not been incorporated into the design due to resistance from London Underground Limited (LUL). As the ultimate asset owner, LUL are unwilling to inherit maintenance obligations for non-essential design features. Although lighting is not incorporated into the current design, future proposals for the adjacent open space could incorporate lighting of the building.

Controlling construction impacts

9.39 The Environmental Statement (ES), identifies the likely significant environmental impacts along the route as a result of its construction, in addition to the measures to manage and reduce these impacts.

9.40 In order to ensure that the environmental impacts of the project do not significantly exceed those assessed in the ES, the framework of EMRs under which sit LTMPs, CoCPs and LEMPs specific to Camden alongside the other statutory environmental controls included in the HS2 Act, contractually bind the nominated undertaker (HS2) and contractors (CSJV).

9.41 The CoCP and Camden's own LEMP, set out the measures that HS2 Ltd. and CSJV are required to implement in order to limit disturbance from construction activities, as far as reasonably practicable, with specific details and working practices. These measures include control of construction noise and vibration, working hours, air quality/highway vehicle emissions, and dust.

Amenity Impacts

9.42 The closest residential building to the site is the student accommodation at 200 Euston Road occupied by iQ Bloomsbury.

9.43 The impact on views out of the rear windows of this building is considered to be limited given the existing seven storey building in this location. Likewise, the windows serving the student accommodation are north facing and as such, would receive limited daylight and sunlight at present. The proposed building would be unlikely to result in a discernible impact when compared to the current situation.

9.44 The proposed building does not feature any windows, and would be rarely accessed by LU staff, and as such the privacy of occupants of 200 Euston Road would be preserved.

9.45 In terms of noise disturbance arising from operation of the vent shaft and substation, HS2 Legislation places a requirement on the applicant to complete a noise survey and assessment at detailed design stage in consultation with the Council. Before formal operation, tests must be undertaken to demonstrate that the development meets the criteria set out in the HS2 Information Paper E22: Control of noise from the operation of stationary systems. An informative would therefore be added should approval be granted to remind the applicant of this requirement.

Conclusion

9.46 Overall, the proposed substation and vent shaft building is considered to preserve the local environment and amenity.

9.47 Under the EMRs, CoCPs, LTMPs, LEMPs and assurances specific to Camden and alongside the other statutory environmental controls included in the HS2 Act and the assurance that HS2 Ltd. shall mitigate amenity impacts, there are no outstanding additional issues with regard to the local environment or amenity which would warrant grounds for refusal on this matter alone.

10. Impact on archaeological, historic and nature conservation value

Impact on designated heritage assets

10.1 The site itself is not located within a conservation area, nor is it listed; however, the Bloomsbury Conservation Area is in close proximity to the south east of the site (which includes 30 Euston Square and 194 - 200 Euston Road). The Royal College of General Practitioners (RCGP) building (30 Euston Square) to the east and south of the site whose rear elevation faces the site, is also Grade II* Listed.

10.2 30 Euston Square was originally built as offices in 1906-1908 as the headquarters of the London, Edinburgh and Glasgow Assurance Company. The building at 194 – 198 Euston Road was built as an extension to the building in 1932 but does not form part of the listing, although it is considered to make a positive contribution to the Bloomsbury Conservation Area (discussed

further below). The building was purchased by the Royal College of General Practitioners in 2010.

10.3 The building comprises a long rectangular block facing east into Euston Square and Melton Street with a short S return into Euston Road, and a deep rear wing on the north side, forming an L-plan. The building is four storeys with attic and basement, clad in Portland stone in a Greek style to the east and south facades.

10.4 The building is currently abutted by a post war office building, Walkden House to the north. This is to be demolished as part of the HS2 works to enable reconfiguration of the road layout and expose the northern flank of 30 Euston Square.

10.5 The building's architectural and historic interest are considered to contribute towards its significance. The listing description states that the building is designated at Grade II* for the following principle reasons:

- Architectural interest: a distinctive Edwardian office building designed in a scholarly and inventive Green manner.
- Authorship: a major work by the distinguished architect A Beresford Pite.
- Materials and craftsmanship: fine quality stonework with carved decoration by Farmer & Brindley, the noted firm of architectural sculptors, elaborate ironwork.
- Interiors: the entrance hall is one of the most remarkable tiled interiors in an Edwardian commercial building; good office fittings, chimney pieces and stairs; extensive survival of tiled finishes.
- The 1923 extension (to the rear and to the north) by Pite, is a carefully considered adjunct to the earlier block, with the same high quality stonework and ironwork.

10.6 Comments have been received from Historic England in response to the application. These raise concerns regarding how the proposed design will integrate into the future townscape, and how it will relate to the proposed area of new open space located immediately to the west. Historic England consider the proposed design to fail to respond positively to its surrounding context, including the robust and restrained rear elevations of 30 Euston Square; however, it was not considered that the proposed development would cause harm to the setting of the listed building.

10.7 Whilst being of a restrained, utilitarian character, the simple stock brick rear elevation of 30 Euston Square is not considered to contribute to the building's significance. As highlighted above, the building's historic and architectural interest are considered to contribute to its significance, specifically, its inventive Greek design and stonework detailing to the front elevation and its surviving interiors including tiling, chimney pieces and stairs. The new substation and vent shaft would clearly be read in the setting of the listed building; however, given the wider context of development of Euston Station, changes to road layouts, and demolition of Walkden House, the size of the proposed building is

considered in keeping with the pattern of surrounding development and would not overwhelm 30 Euston Square given it would measure approximately 1m taller than the closest wing of the building. As such, the Council's Conservation Officers do not consider the development to cause harm to the special character, significance or setting of Grade II* Listed building.

10.8 The proposed building would also be in fairly close proximity to Euston Square Gardens, an area of designated open space, where the railings surrounding the gardens are Grade II listed, along with two detached stone lodges (the former entrance to the station) and grade II* listed war memorial. Although the planned demolition of 22 Melton Street would open up views to the proposed building from Euston Square Gardens, the building would sit behind the taller five storey elevation of 30 Euston Square, and as such, would not be visible from Euston Square Gardens, nor to impact the setting or significance of the listed structures within the gardens.

10.9 As discussed above, the site is located within close proximity to the Bloomsbury Conservation Area, specifically Sub Area 1 which includes 194 – 198 and 200 Euston Road, and the 30 Euston Square (figure 6).

10.10 The Bloomsbury Conservation Area was first designated in 1968, and the Appraisal and Management Strategy describes how Bloomsbury is widely considered to be an internationally significant example of town planning. The original street layouts, which employed the concept of formal landscaped squares and an interrelated grid of streets create an attractive residential environment, and remain a dominant characteristic of the area.

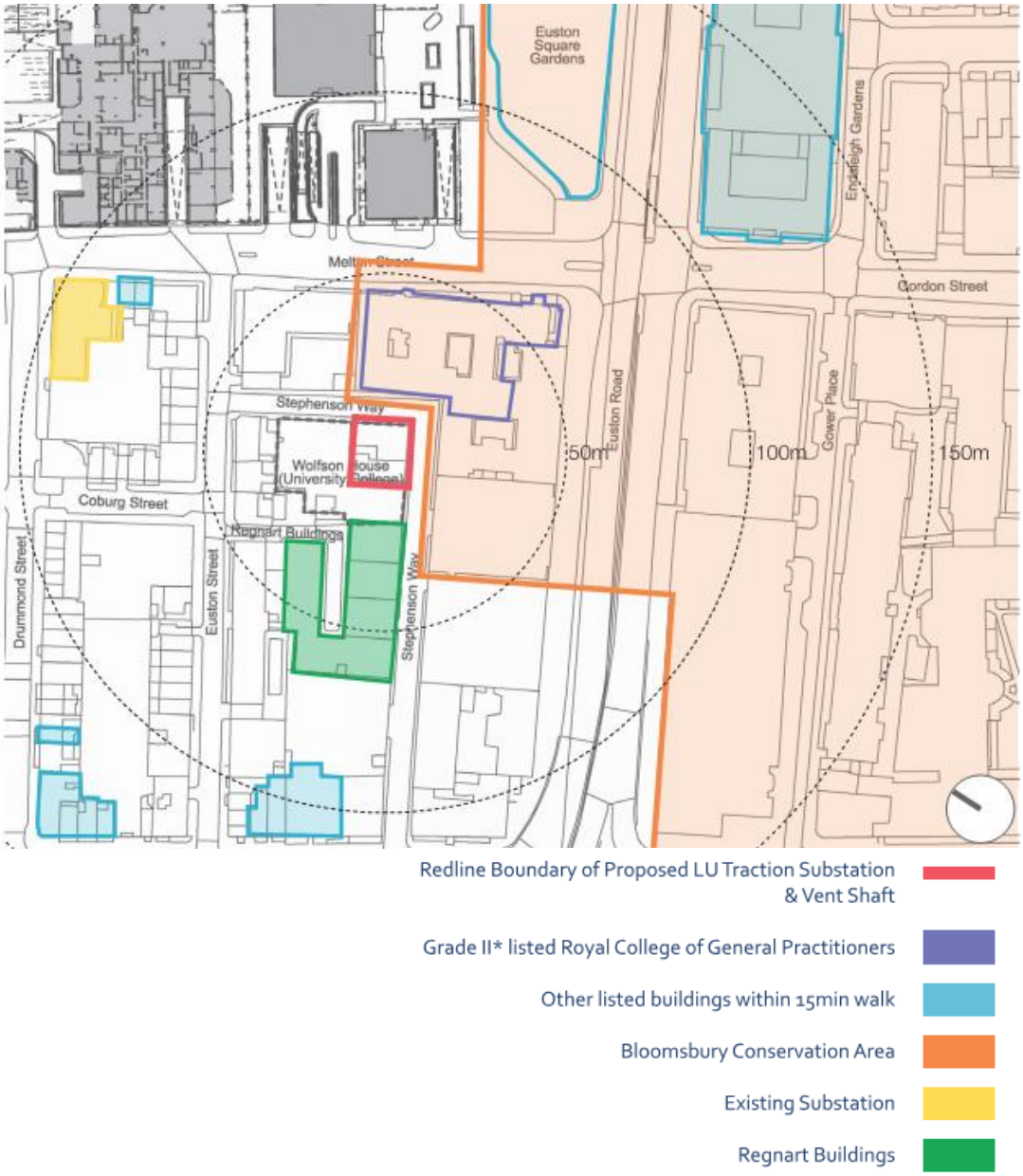


Figure 6: Showing heritage context surrounding the site.

10.11 Sub Area 1 (Euston Road) is characterised by large scale institutional buildings that line the major east-west thoroughfare of Euston Road. It is a wide, heavily-trafficked 'A' road, consisting of a dual carriageway with broad pavements and mature street trees. A large number of buildings adhere to a classical architecture and were built in the first half of the 20th century as replacements of the earlier 19th century domestic terraces and the southern half of Euston Square. Later 20th and early 21st century buildings tend to be of a larger scale and height, with several instances of high rise buildings along the stretch of the road outside the Conservation Area and to the north of Euston Square, all of which dominate the skyline and long views. Traditional building materials are red brick, Portland stone and stucco, which exist alongside a modern vocabulary of glass, steel and concrete.

10.12 The conservation area statement notes that the buildings along Euston Road within the Conservation Area are generally four to five storeys in height, and highlights the Wellcome Institute on the south side of Euston Road and nos.194 – 200 Euston Road on the north side as making a positive contribution to the area. Together, along with 30 Euston Square, they form a group of classically-styled Portland stone buildings that signify the transition into the conservation area along Euston Road travelling east.

10.13 The rear of 30 Euston Square and nos. 194 – 198 Euston Road face the application site and are more utilitarian in character than their front elevations, finished in London stock brick with white timber windows. The rear elevation of 30 Euston Square is not described in the listing, but is considered to be of distinct quality and importance to the streetscape. The rear of no.200 is of a modern design finished in red brick with simple cream coloured stone-framed windows with multi-coloured projecting glass fins.

10.14 The Magic Circle Headquarters sits adjacent to the site at 12 Stephenson Way. The four storey building faces Stephenson Way to the south and Regnart Buildings to the north. The elevation fronting Regnart Buildings is clad in brick in an Edwardian industrial style, suggesting it may previously have been used as a warehouse, whilst the Stephenson Way facade has been rendered and the windows modernised. The eastern flank wall of 12 Stephenson Way will be exposed by the HS2 Masterplan extension of Coburg Street to Stephenson Way.

10.15 The Bloomsbury CAAC have submitted comments stating that the proposed building is likely to be visible from Euston Square Gardens over the top of the northern extension of 30 Euston Square, and 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. Following receipt of these comments, the applicant has submitted additional views of the proposed building from the north and east (figures 3, 4 and 5). Figure 5 shows the view westwards, taken roughly from the new station entrance. In this view, the proposed building is not considered to dominate or overwhelm 30 Euston Square, nor to cause harm to its setting. Indeed, the impact is likely to be less than the existing Wolfson House building which extends to seven storeys tall. This is demonstrated in figure 7 which shows the existing and proposed context. The proposed building will be of a much reduced size and massing than the existing building in this location, and would be approximately 1m taller than the northern wing of 30 Euston Square. Furthermore, given the potential height of the Euston Station development of at least 10 storeys, potentially increasing to 20 storeys on the elevation fronting 30 Euston Square, the proposed building is not considered to harm views of the nearby Bloomsbury Conservation Area or 30 Euston Area, given the evolving local context.

10.16 The Bloomsbury CAAC also suggested that the upper fifth of the building should be set back to reduce the impact on the setting of the rear elevation of 30 Euston Square. As discussed above, the proposed building is not considered to result in additional impact or harm to the setting of 30 Euston Square when compared to the existing situation, and as such, Officers have not

encouraged the applicant to explore setting back of the top storey of the proposed building. Furthermore, it is considered that doing so would weaken the architectural intent to create a standalone, sculptural, cuboid structure, and as such, would be unlikely to be considered appropriate for the current proposals.

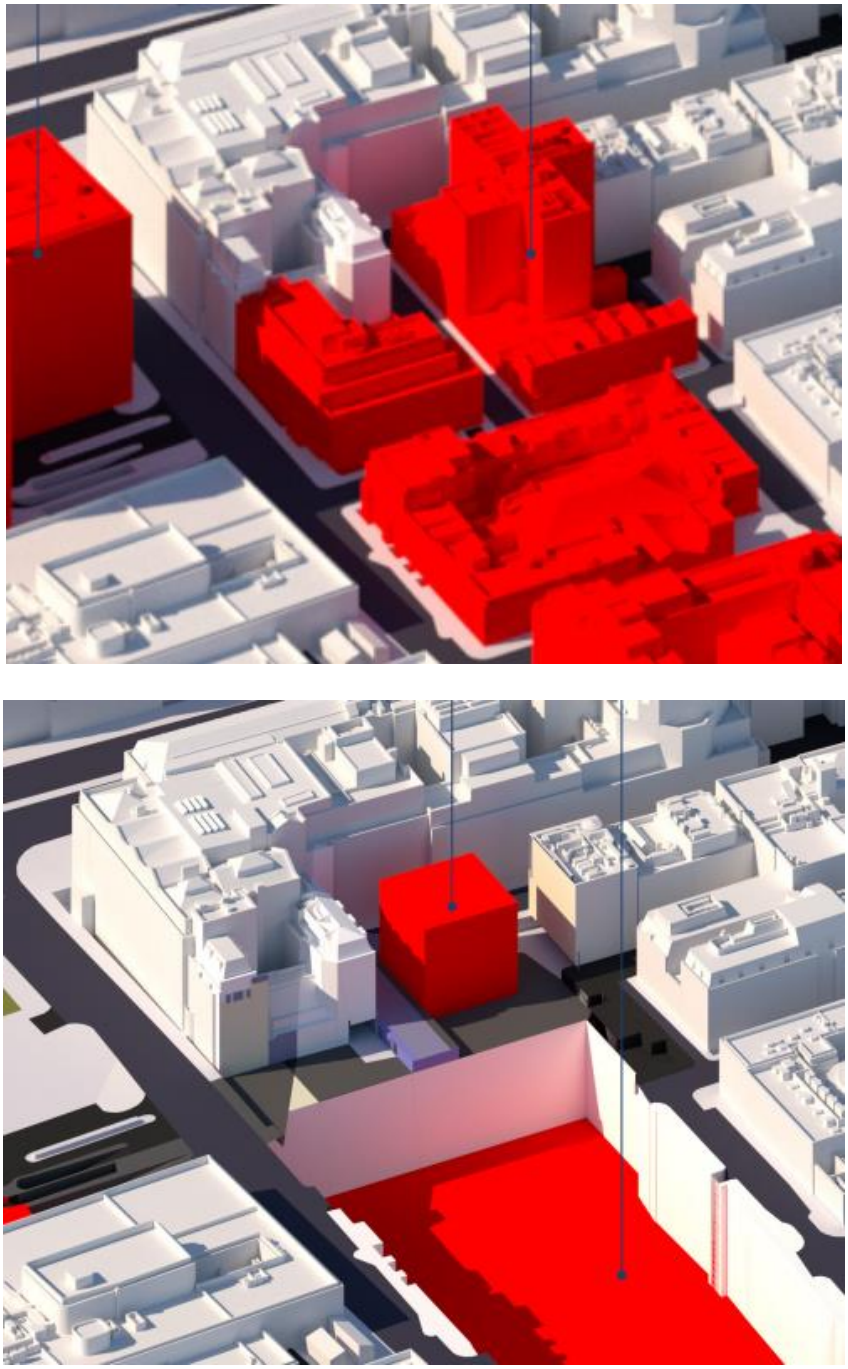


Figure 7: Existing (above) and Proposed (below) context surrounding the vent shaft and substation building, shown to the centre.

10.17 Overall, the proposed building is not considered to cause harm to the significance or setting of the Bloomsbury Conservation Area. The Conservation Area's significance is considered to derive from its architectural and historic

interest, notably, its consistent street pattern, spatial character and predominant building forms. The proposed building would replace an existing building which is considered to be of little architectural merit, and would be subject to very limited views from within the Bloomsbury Conservation Area. Its height, footprint and location would respect the existing building line alone Stephenson Way, and on balance, would preserve the special character and setting of the conservation area.

Archaeological Interest

10.18 The site is not located within an area of archaeological interest, and as such, the proposed development is not considered to result in harm to the archaeological interest of the site.

10.19 However, with regard to cultural heritage (including archaeological or historic interest) Control measures are outlined within the Code of Construction Practice (CoCP) (Section 8), E8: Archaeology, in addition to the HS2 Phase One Heritage Memorandum within the EMRs.

10.20 In a similar vein to paragraphs 189 - 192 (Proposals affecting heritage assets) of the National Planning Policy Framework, a route-wide Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy (GWSI:HERDS) has been prepared which sets out the general principles for design, evaluation, mitigation, analysis, reporting and archive deposition to be adopted for the design development and construction of the HS2 scheme.

Nature conservation

10.21 *C*ontrol measures relating to ecology are outlined within the CoCP (Section 9). The implications of this application however, by virtue of its location and site characteristics, is considered limited.

10.22 Notwithstanding the above, Contractors will be required to undertake appropriate monitoring of the consequences of construction works on ecological resources and of the effectiveness of the management measures designed to control ecological effects, as detailed within the CoCP.

Ground Movement / Settlement / Structural stability of buildings

10.23 The CoCP (Section 10) and C3: Ground Settlement are clear as to the provisions that will be adopted to control those effects, including the use of appropriate equipment and methods to limit ground disturbance and settlement followed by monitoring, protection and remediation. A programme of settlement monitoring and the implementation of avoidance measures where appropriate shall be undertaken by the contractors.

Conclusion

10.24 On balance, the proposed substation and vent shaft building would not result in harm to, and would preserve the setting of, the nearby listed buildings and Bloomsbury Conservation Area.

10.25 Under the EMRs, CoCPs, LTMPs, LEMPs and assurances specific to Camden and alongside the other statutory environmental controls included in the HS2 Act and the assurance that HS2 Ltd. shall mitigate impacts, there are no outstanding additional issues in regard to the archaeological or historic interest or nature conservation value which would warrant grounds for refusal on this matter alone.

11. Effects on road safety or on the free flow of traffic in the local area

11.1 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 which requires satisfactory parking to enable routine deliveries by road transport vehicles and light goods vehicles without the need for lifting tackle. This parking bay is required 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 submitted drawings 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.

12. Planning obligations

12.1 The Act does not disapply Section 106 of the Town and Country Planning Act 1990. Therefore, Section 106 agreements can potentially be entered into in relation to requests for approval under Schedule 17. This should only happen where the tests set out in paragraphs 54, 55 and 56 of the National Planning Policy Framework are met. Additionally, a Section 106 agreement must only relate to the work for approval and the relevant grounds in Schedule 17. A Section 106 therefore should not be sought to:

- Revisit matters settled through the parliamentary process;
- Seek to extend or alter the scope of the project;
- Modify or replicate controls already in place, either specific to HS2 Phase One such as the Environmental Minimum Requirements, or existing legislation such as the Control of Pollution Act or the regulatory requirements that apply to railways.

12.2 Within the context of the scope of the development, control mechanisms cited in the ‘Additional environmental and community protection measures’ and the recommended conditions to be imposed, it is the view of officers that a Section 106 Agreement should not be sought in this instance.

13. Mayor of London’s Crossrail CIL

13.1 The proposal would not be liable for the Mayor of London's Community Infrastructure Levy (CIL).

14. Camden CIL

14.1 The proposal would not be liable for the Camden Community Infrastructure Levy (CIL).

15. Conclusion

15.1 The proposed design and external appearance of the vent shaft and substation building is considered to be acceptable, subject to the conditions listed in section 18 below, and the HS2 control mechanisms cited in the 'Additional environmental and community protection measures' section above (paragraphs 1.12 – 1.18).

16. Recommendations

16.1 The Council as the Local Planning Authority & Qualifying Authority within the meaning of the High Speed Rail (London - West Midlands) Act 2017 grants approval subject to condition(s) and informative(s) listed below.

17. Legal comments

17.1 As is set out above, under paragraph 6 of Schedule 17 of the HS2 Act, the grounds on which the Council can refuse the application, or impose conditions on approval, are that the arrangements ought to be modified to:

- preserve the local environment or amenity;
- prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area; or
- to preserve a site of archaeological or historic interest or nature conservation value
- and are reasonably capable of being so modified

17.2 All applications have to be determined within 8 weeks of receipt of the application, unless HS2 Ltd. agrees to an extension of time for determining the application. If the Council does not make a determination within the 8-weeks or the agreed extended time then the application is deemed to be refused by the Council. At that stage HS2 Ltd. can appeal to the "appropriate Minsters", who are defined in the HS2 Act as the Secretary of State for Communities and Local Government and the Secretary of State for Transport.

17.3 The Council is only able to consider the plans and specifications applications because of its status as a qualifying authority. If the Council didn't have this status, HS2 Ltd. would not be required to apply for approval.

17.4 In May 2018, the Department for Transport (DfT) issued guidance on the removal of qualifying authority status, in which the criteria for removing a qualifying authority status is set out. The general premise of the document is

that the DfT will consider removing this status from a qualifying authority if the authority repeatedly fails to expedite requests for approval within the 8-week timescale set out in the HS2 Act, or repeatedly or seriously fails to act in accordance with all the requirements of the Planning Memorandum and an insufficient attempt to rectify the situation is made by the qualifying authority.

17.5 The removal of the status of a qualifying authority is a five-stage process which is expected in only exceptional circumstances. However, given the HS2 scheme is only just commencing and the DfT has not established firm criteria as a benchmark, it is difficult to assess how stringent the DfT is going to be in enforcing this power. In the meantime the Council should consider the Schedule 17 application in accordance with the HS2 Act and supporting guidance to ensure compliance with its qualifying authority status.

17.6 Members are referred to the note from the Legal Division at the start of the Agenda.

18. Conditions

18.1 Where a planning authority considers it necessary to impose a condition on an approval of matters ancillary to development or approval of road transport under the provisions of Schedule 17, it may only do so with the agreement of the nominated undertaker. Conditions should not be imposed which reserve for future approval matters which are integral to the approval being sought. When determining any request for approval, conditions should not be imposed which conflict with controls or commitments contained in the Environmental Minimum Requirements. This is because these controls would have been considered necessary or sufficient by Parliament when it approved deemed planning permission for the railway. Within this context, the following condition has been agreed by HS2 Ltd.:

1. The plans and specifications hereby permitted shall be carried out in accordance with the following approved plans:

   1EW02-CSJ-AR-DSP-SS06-137021, 1EW02-CSJ-AR-DEL-SS06-137221, 1EW02-CSJ-AR-DEL-SS06-137222, 1EW02-CSJ-AR-DEL-SS06-137223, 1EW02-CSJ-AR-DEL-SS06-137224, 1EW02-CSJ-AR-DEL-SS06-137232 Rev P02.1 and 1EW02-CSJ-AR-DEL-SS06-137233 Rev P02.1.

   Reason: For the avoidance of doubt and in order to define the permission in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

2. Before the relevant part of the work is begun, detailed drawings, or samples of materials as appropriate, in respect of the following, shall be submitted to and approved in writing by the local planning authority:

   a) Manufacturer's specification details of faience tiles (to be submitted to the Local Planning Authority), and a sample panel of those materials of not

less than 1m x 1m demonstrating colour and texture (to be provided on site).

b) Full elevation drawings at a scale of 1:100 of the proposed signage strategy showing type and location of proposed signage, and detailed drawings at a scale of 1:20 where signage panels are to be affixed directly to tiles.

c) Elevation drawings at a scale of 1:50 demonstrating size and final pattern of tiles.

d) Section drawings at a scale of 1:20 demonstrating how the tiles will be fixed, the steel mesh behind, and method of fixing to the structure.

e) Section drawings at a scale of 1:20 demonstrating the junction between the bottom of the tiles, shadow gap, and street level.

f) Section drawings at a scale of 1:20 demonstrating the junction between the tile cladding and the doors to the east and south elevations.

g) Detailed drawings showing fixing and the join between the removable panels to the north elevation and main façade.

The relevant part of the works shall be carried out in accordance with the details thus approved and all approved samples shall be retained on site during the course of the works.

Reason: To preserve the local environment, amenity, and the historic interest of the immediate area in accordance with Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.

19. Informatives

1. You are reminded that a noise survey and assessment must be completed at detailed design stage in consultation with the Council. Before formal operation, tests must be undertaken to demonstrate that the development meets the criteria set out in the HS2 Information Paper E22: Control of noise from the operation of stationary systems.

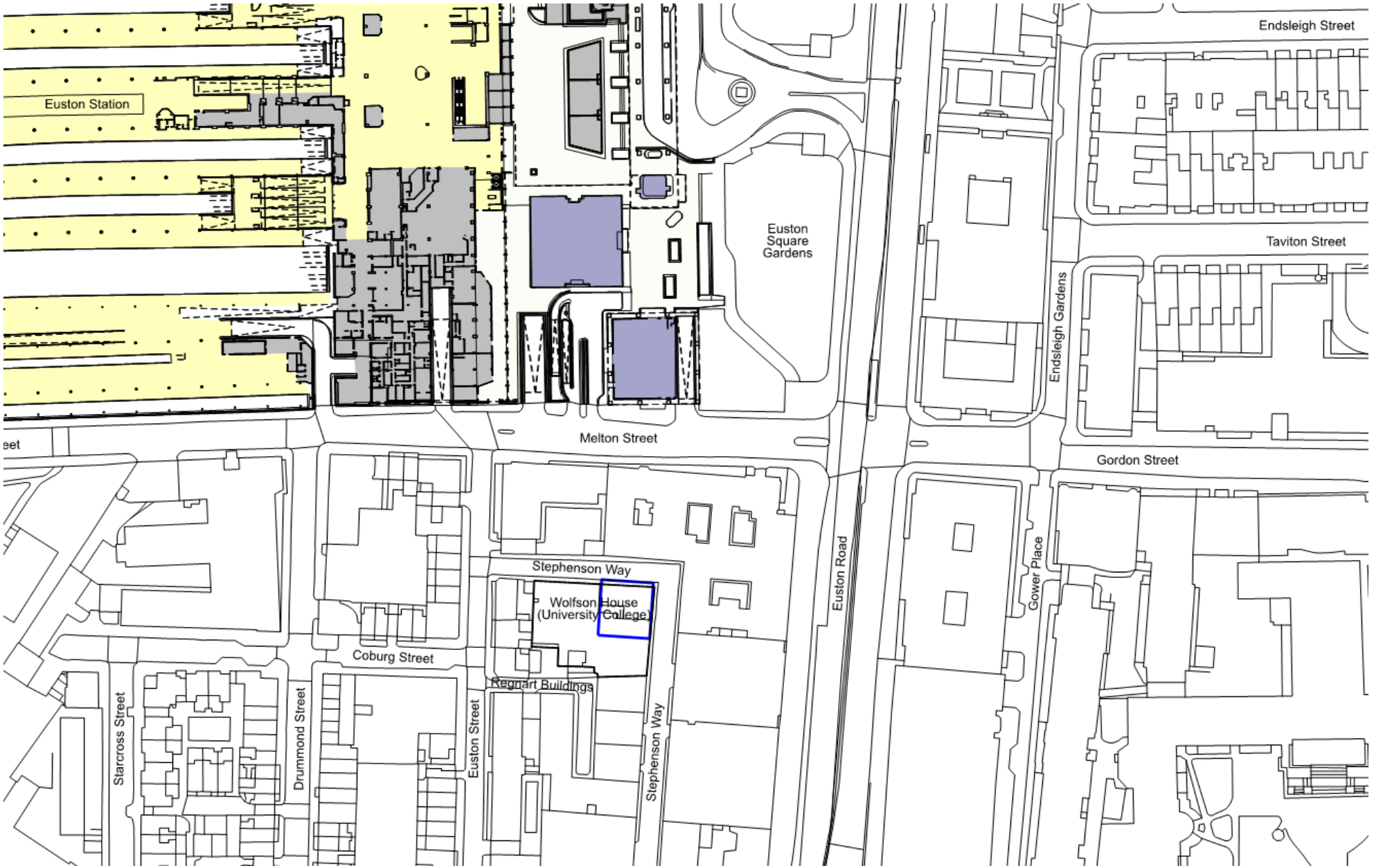
	Application No: 2019/0162/HS2 **Wolfson House** **2-10 Stephenson Way** **NW1 2HE**	**Scale:** **1:1250** **Date:** **26-Jul-19**	**N**

Planning Committee

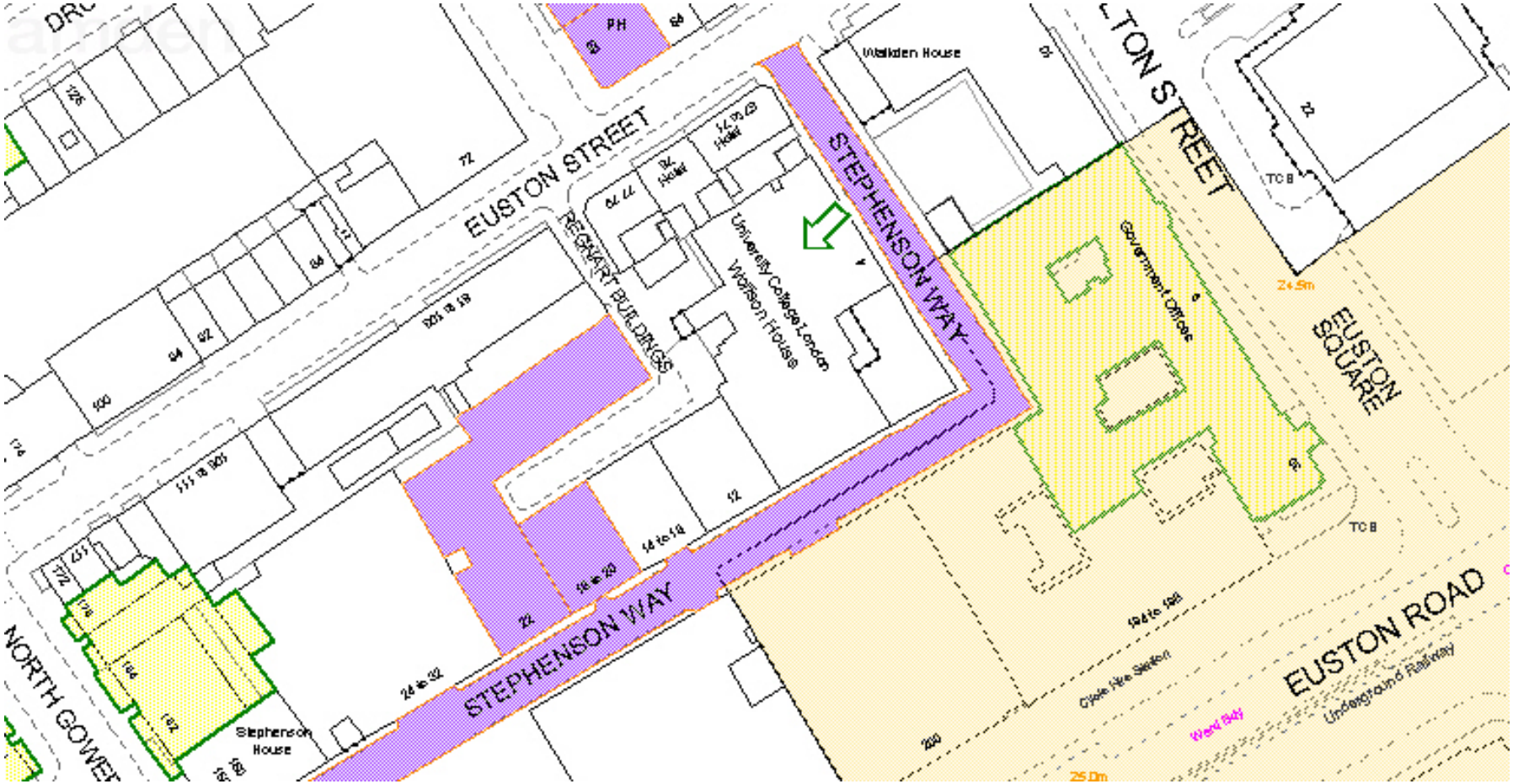
8th August 2019

2019/0162/HS2

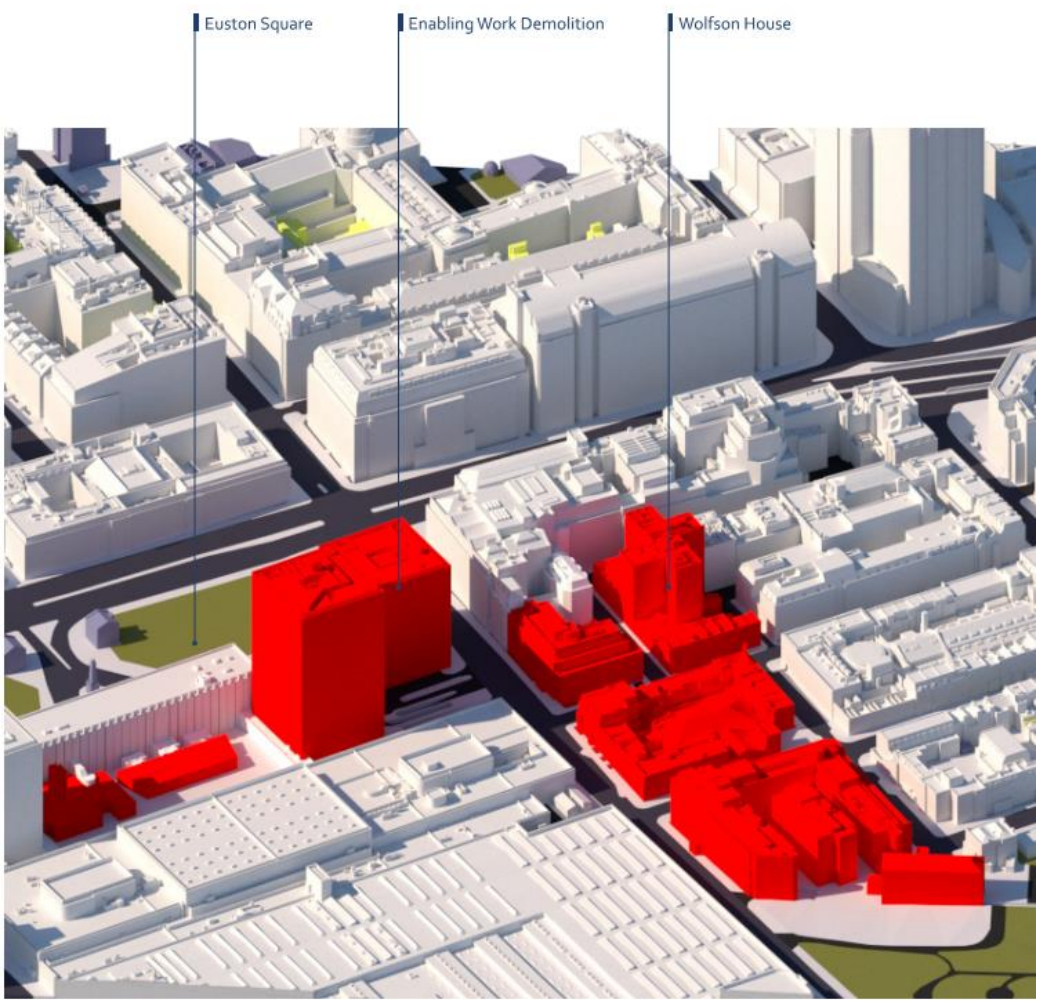
Wolfson House,
2-10 Stephenson Way,
NW1 2HE



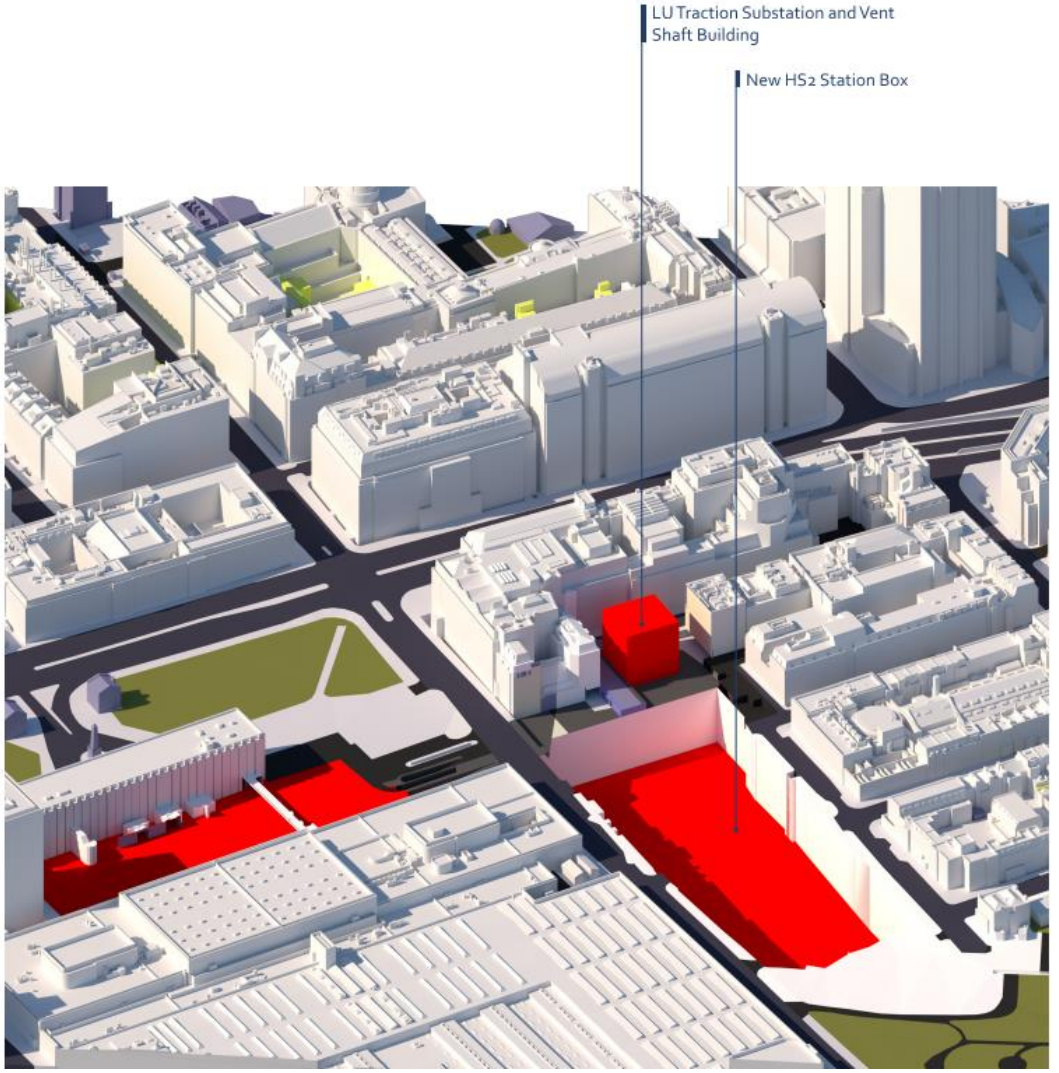
Site location plan



Application site in the context of Bloomsbury Conservation, Listed Buildings and Locally Listed Building

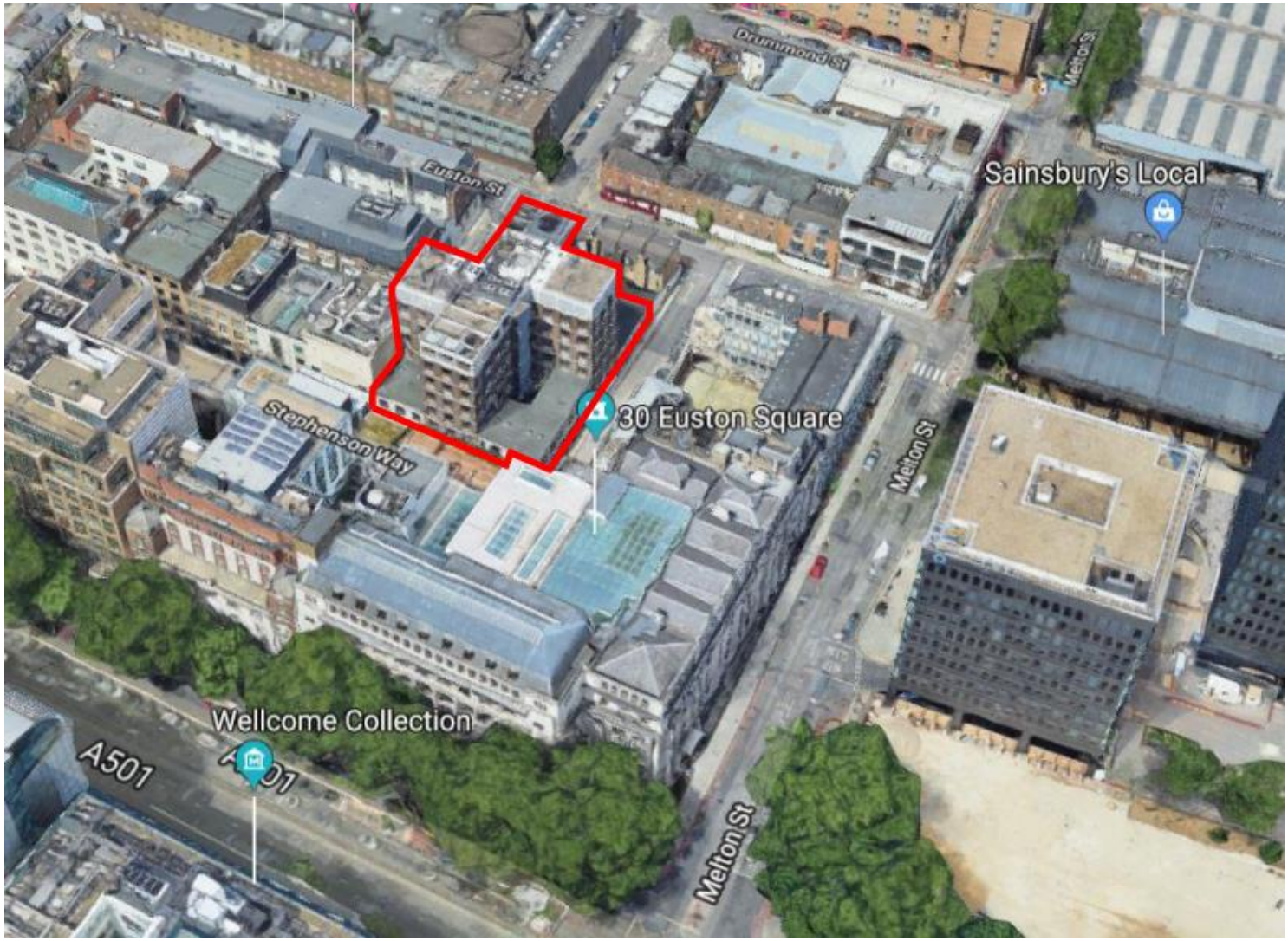


Aerial view of existing site



Aerial view of temporary context (following planned demolition)

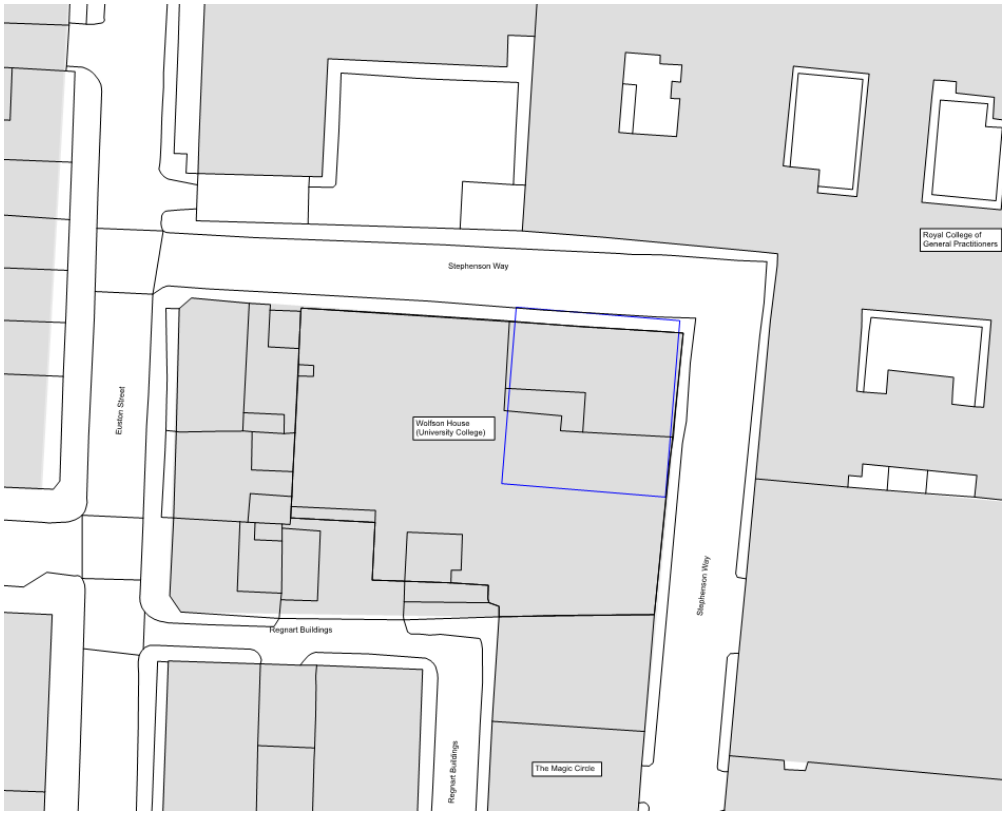
Existing building to be demolished (Wolfson House)



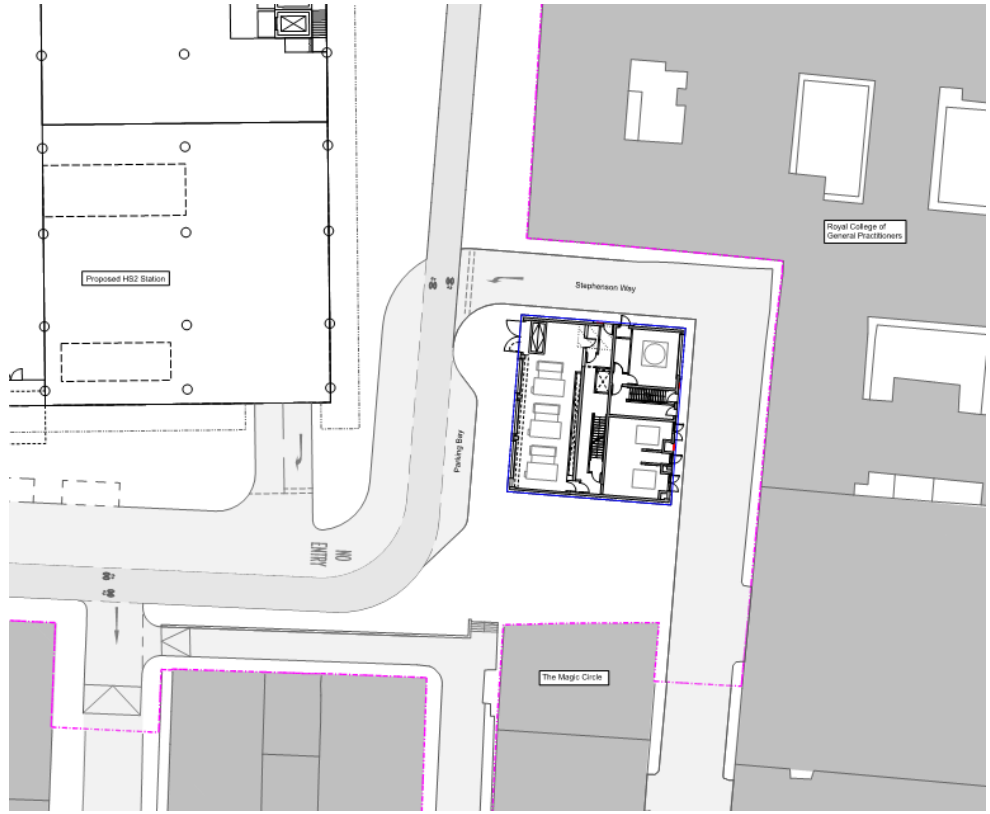
Aerial view of existing building to be demolished (Wolfson House)

Rear north and east elevation of 30 Euston Square (taken from the north)

Rear north and east elevation of 30 Euston Square (taken from the east)



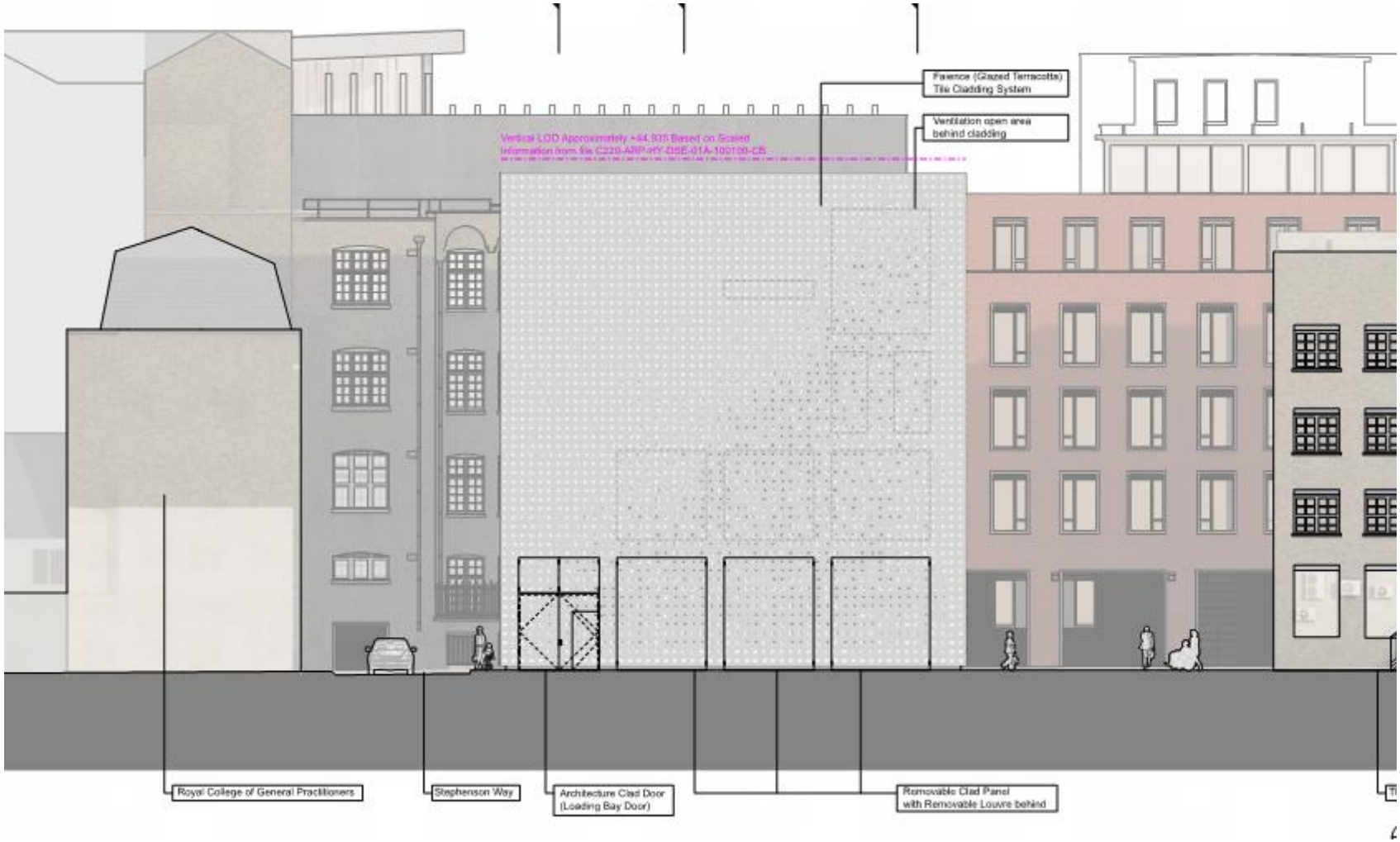
Existing block plan



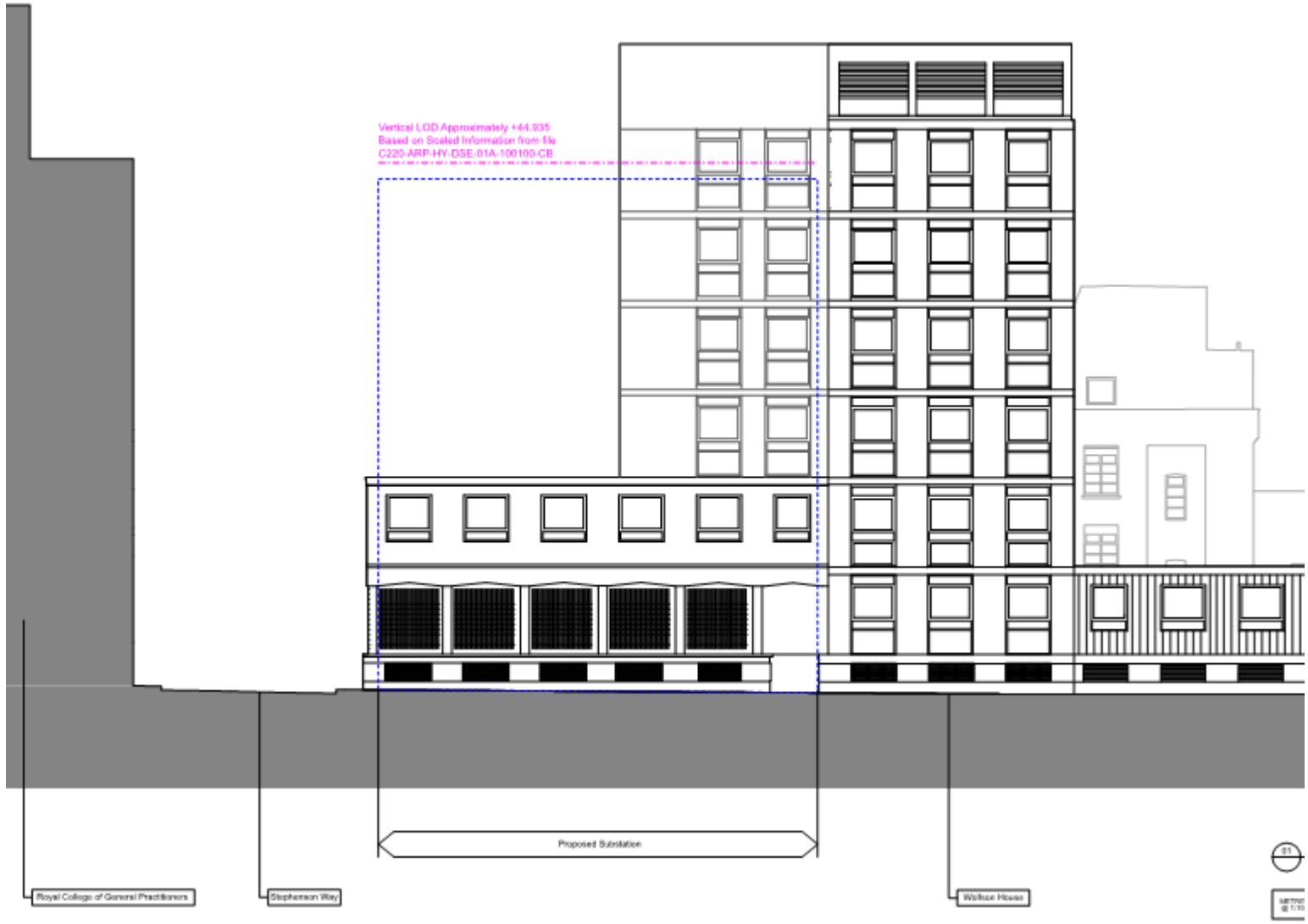
Proposed block plan

Purple line indicates vertical limit of deviation set out by HS2 Act.
Blue line indicates proposed building.

Existing north elevation

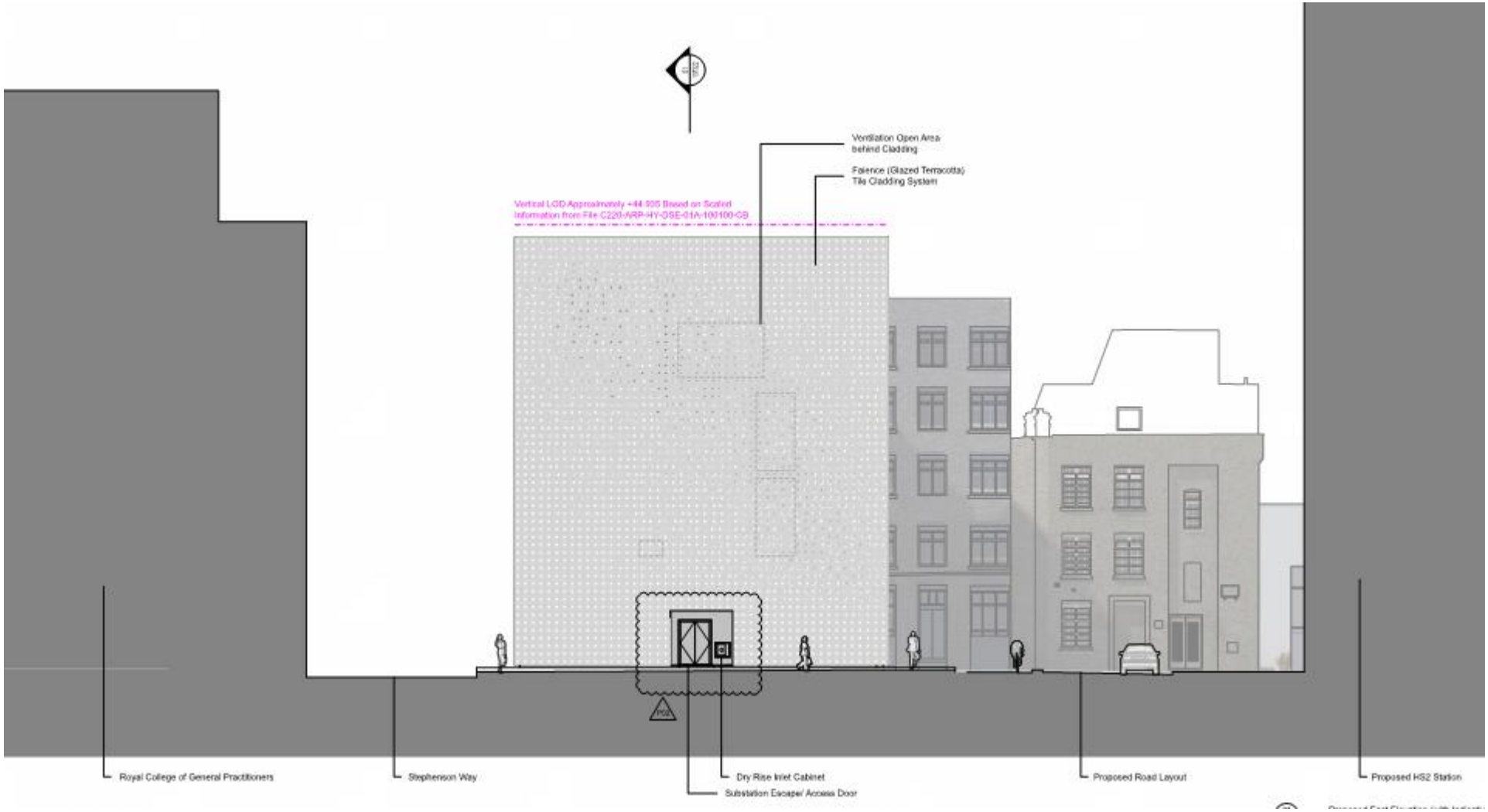


Above: Proposed north elevation

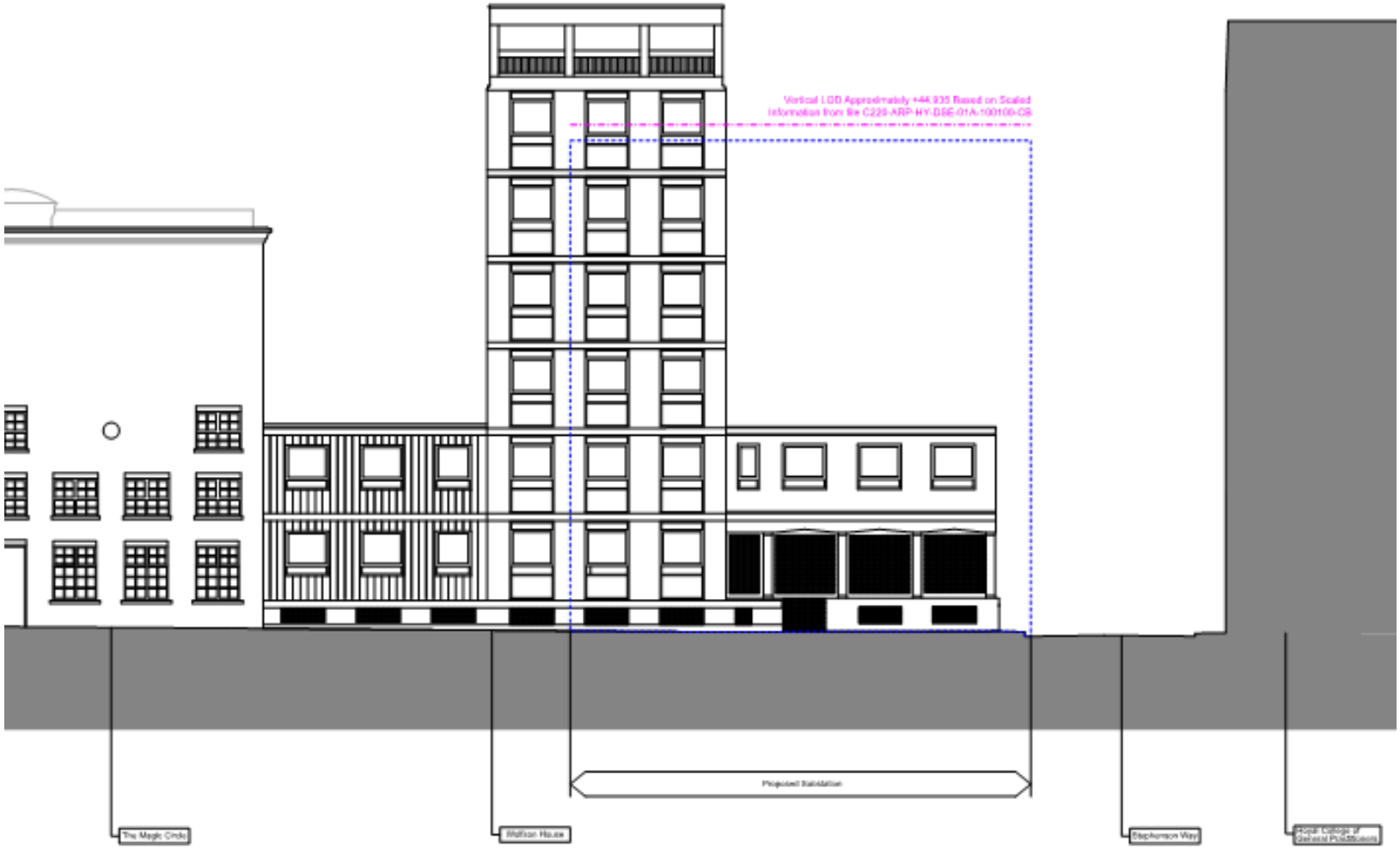


Purple line indicates vertical limit of deviation set out by HS2 Act.
Blue line indicates proposed building.

Above: Existing east elevation

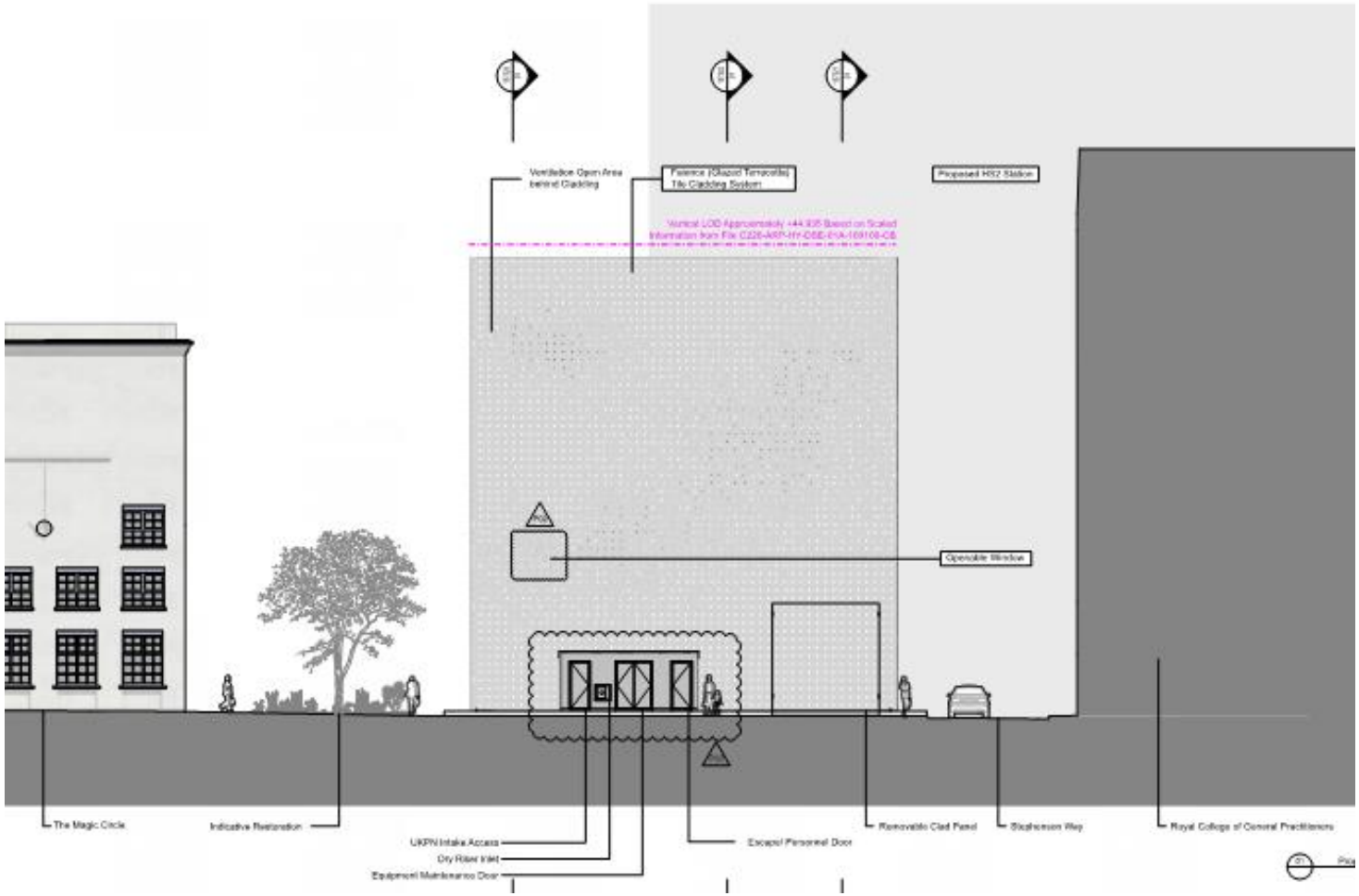


Above: Proposed east elevation

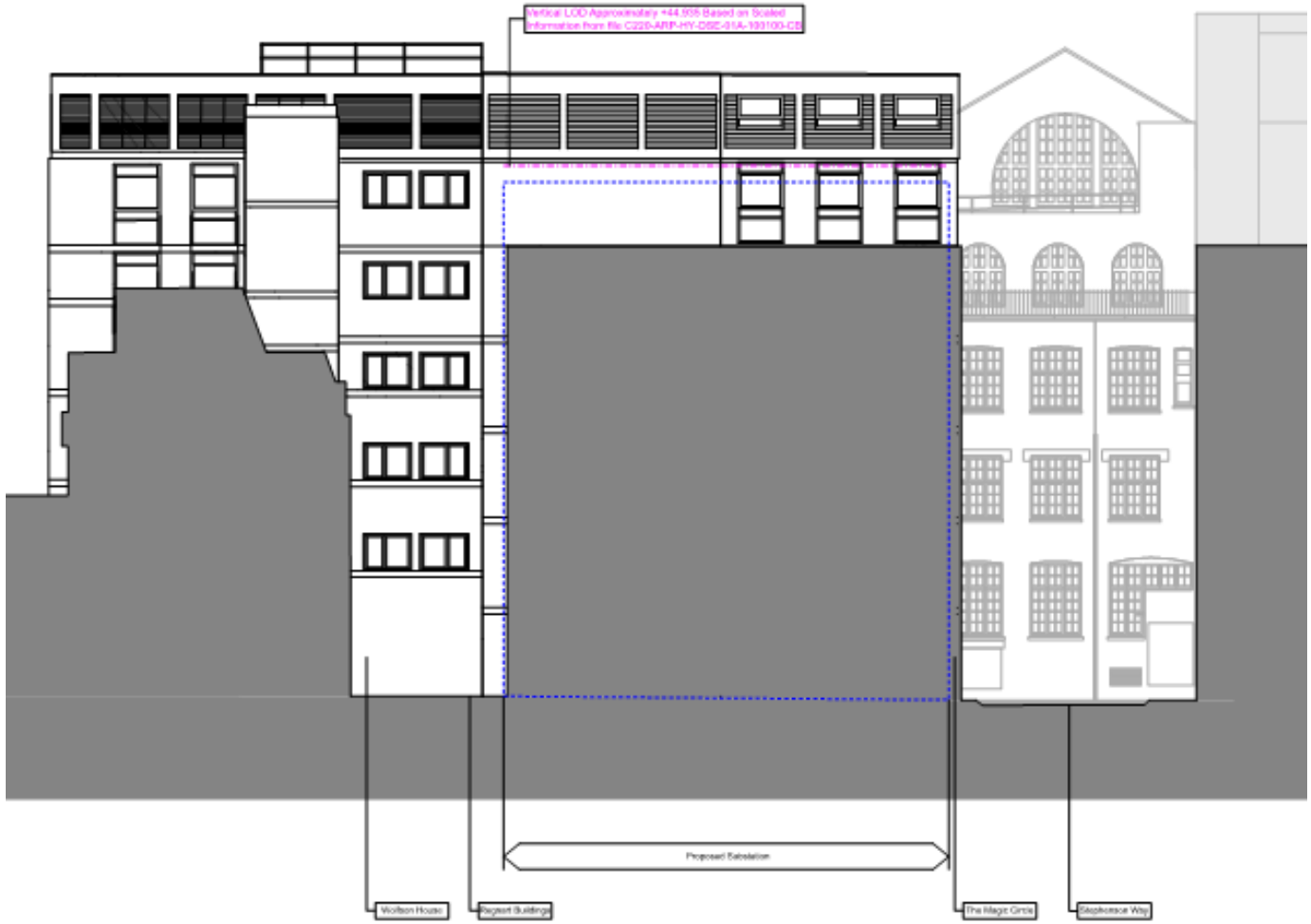


Purple line indicates vertical limit of deviation set out by HS2 Act.
Blue line indicates proposed building.

Above: Existing south elevation

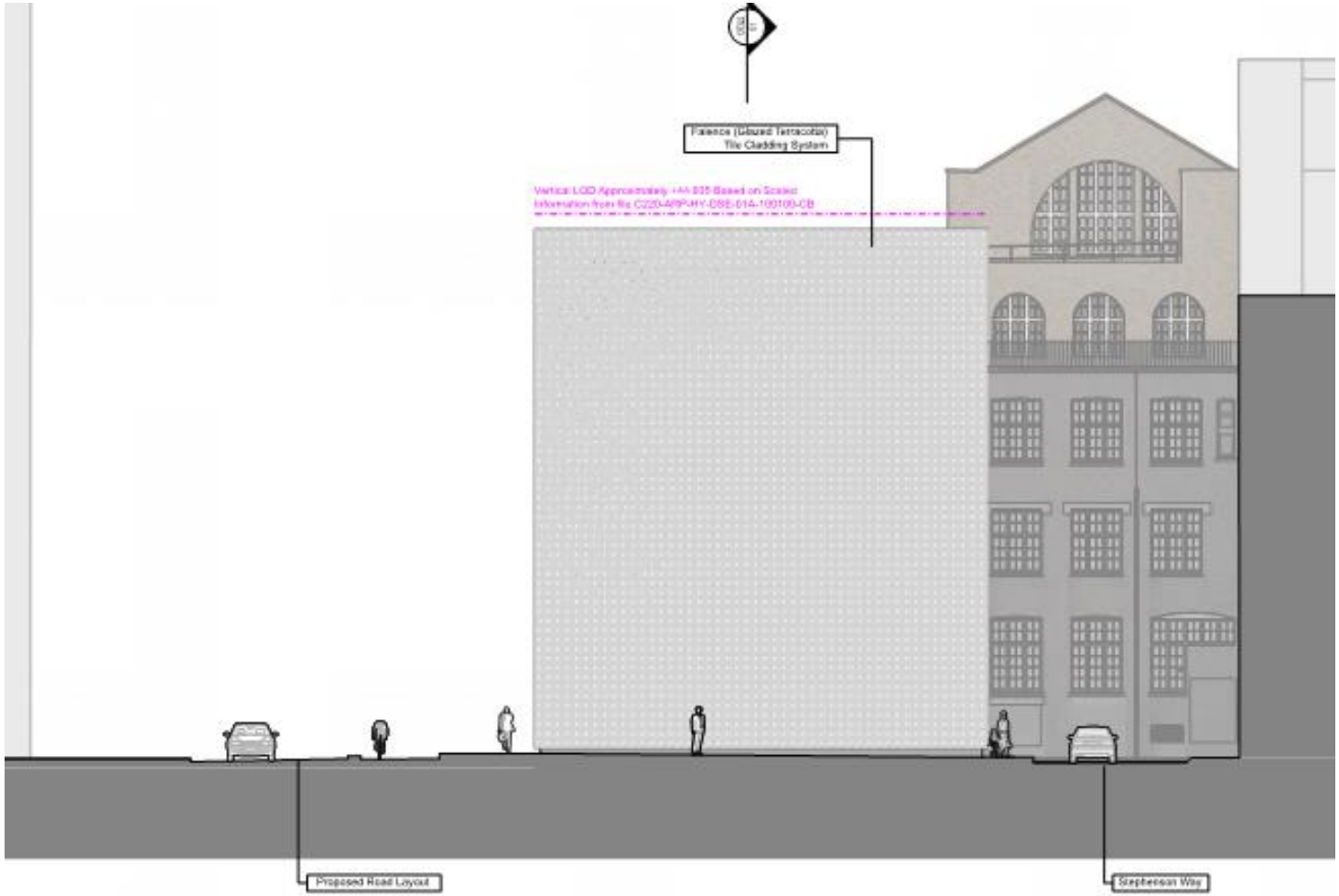


Above: Proposed south elevation



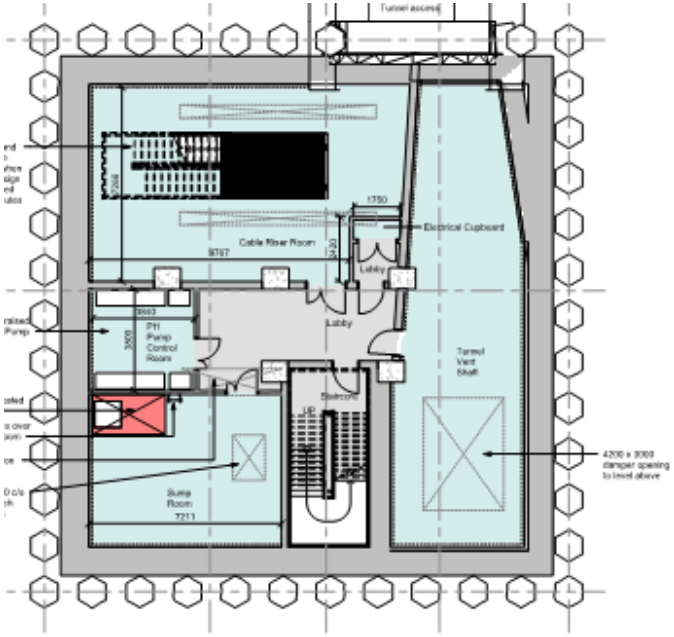
Purple line indicates vertical limit of deviation set out by HS2 Act.
Blue line indicates proposed building.

Above: Existing west elevation

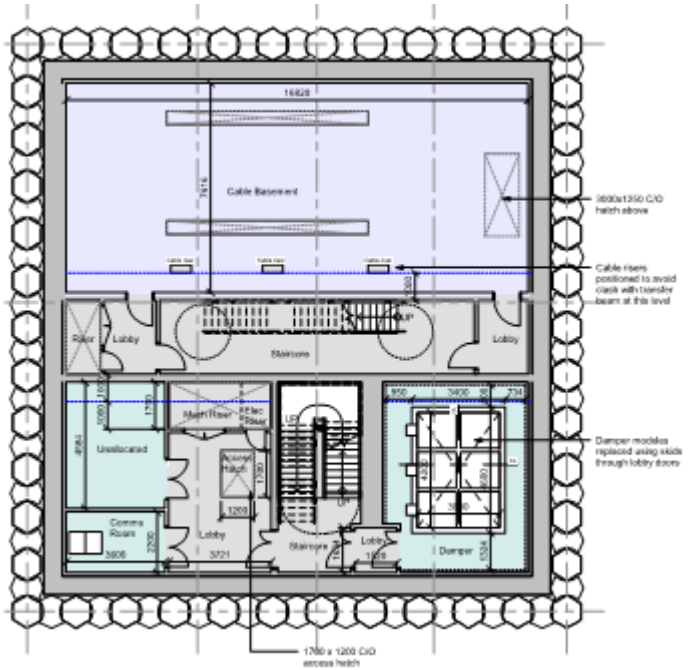


Above: Proposed west elevation

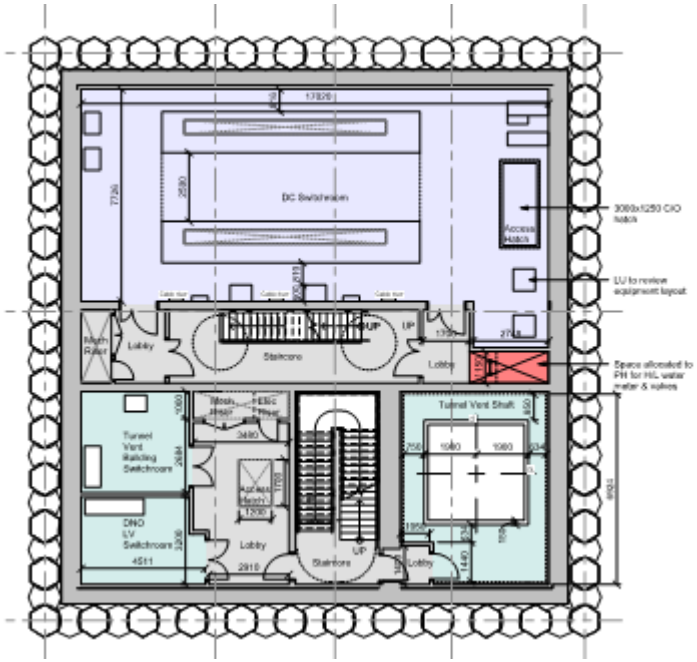
Proposed floor plans: for information only



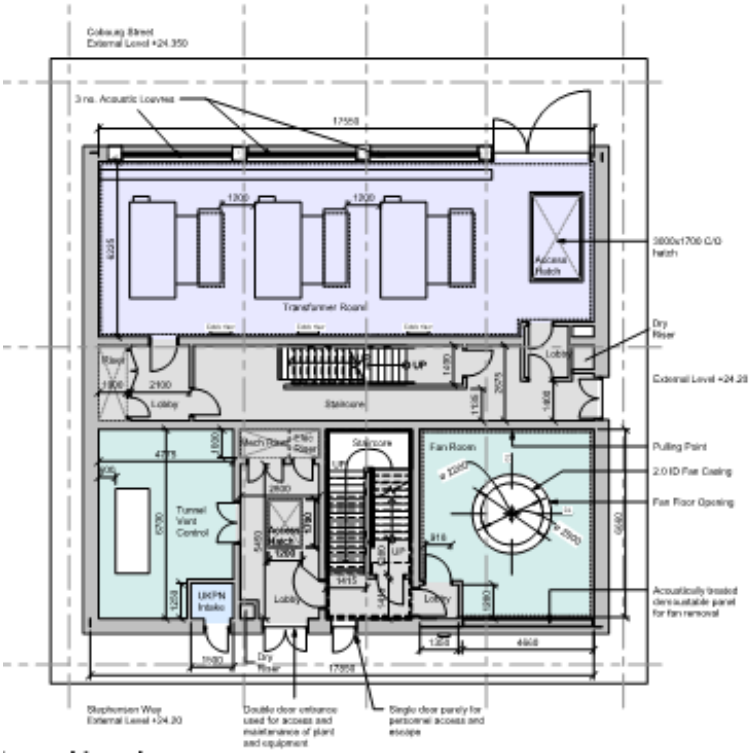
Level -3



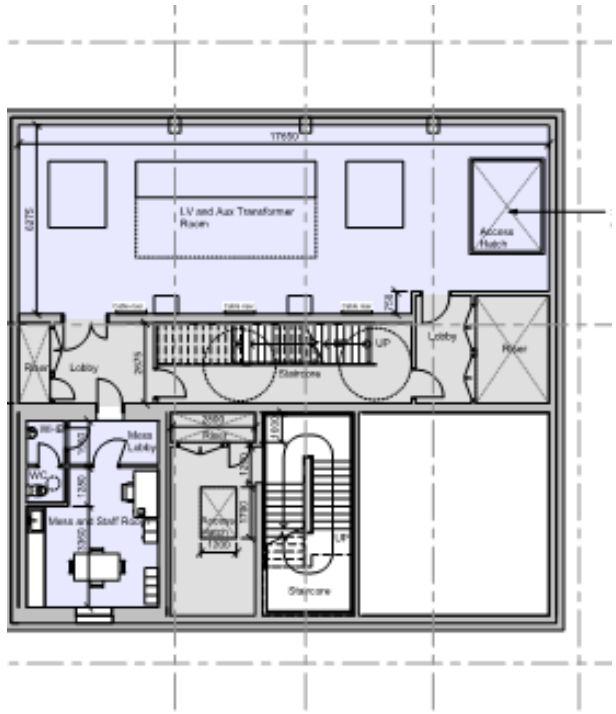
Level -2



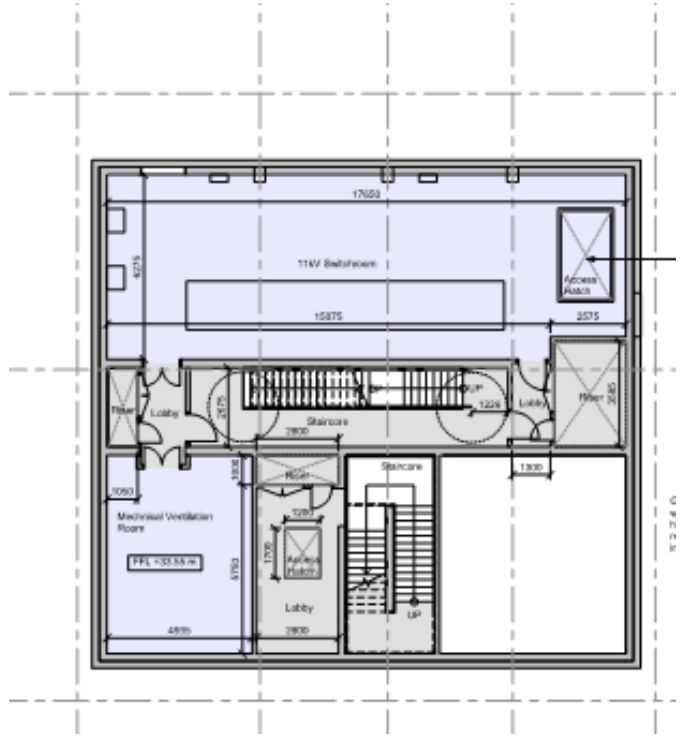
Level -1



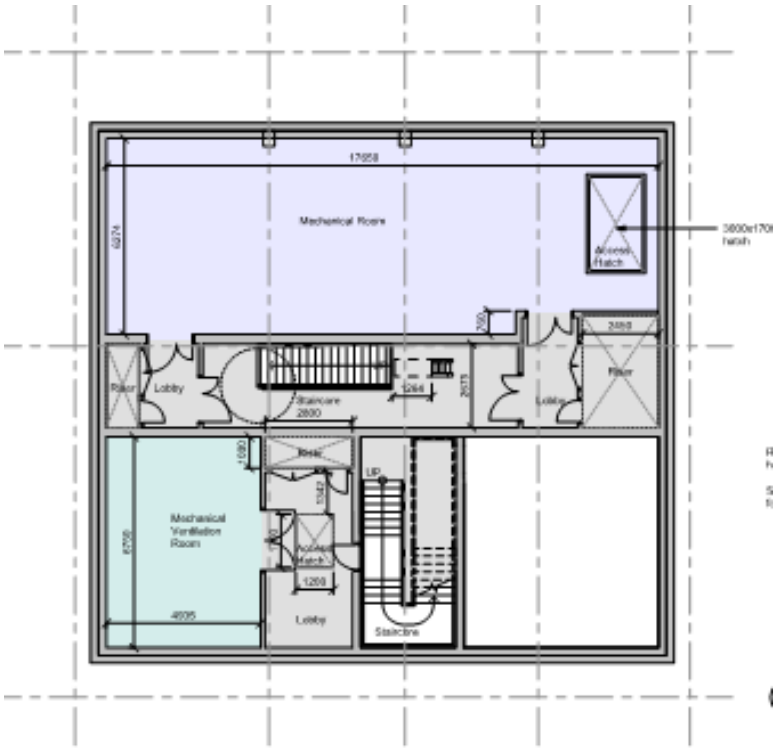
Ground level



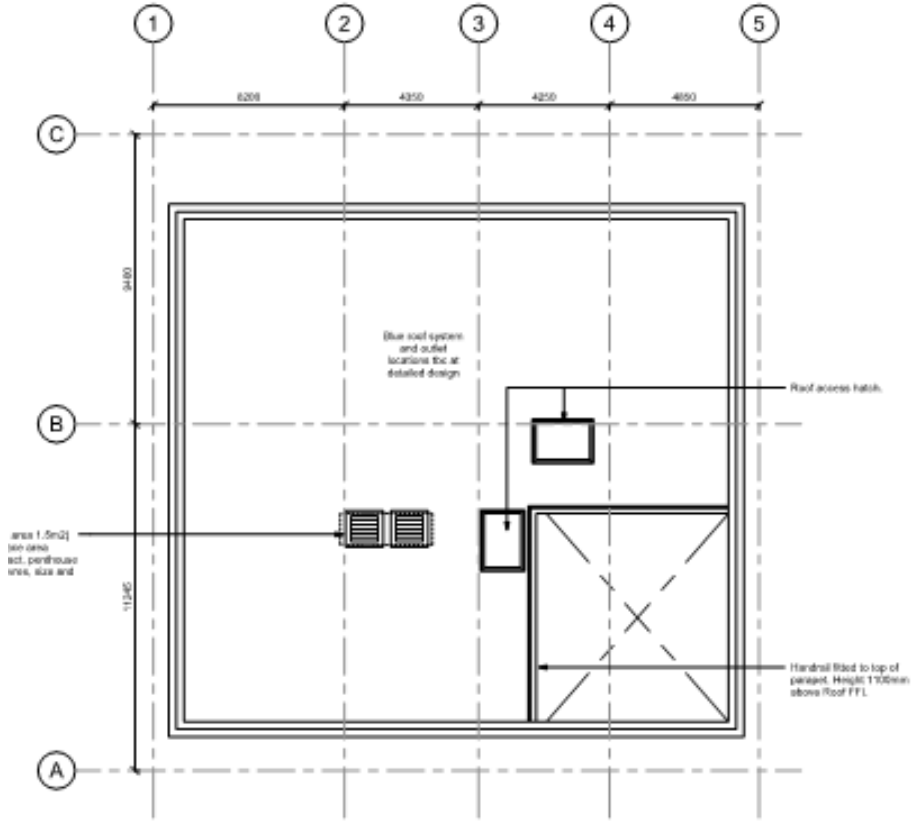
Level 1



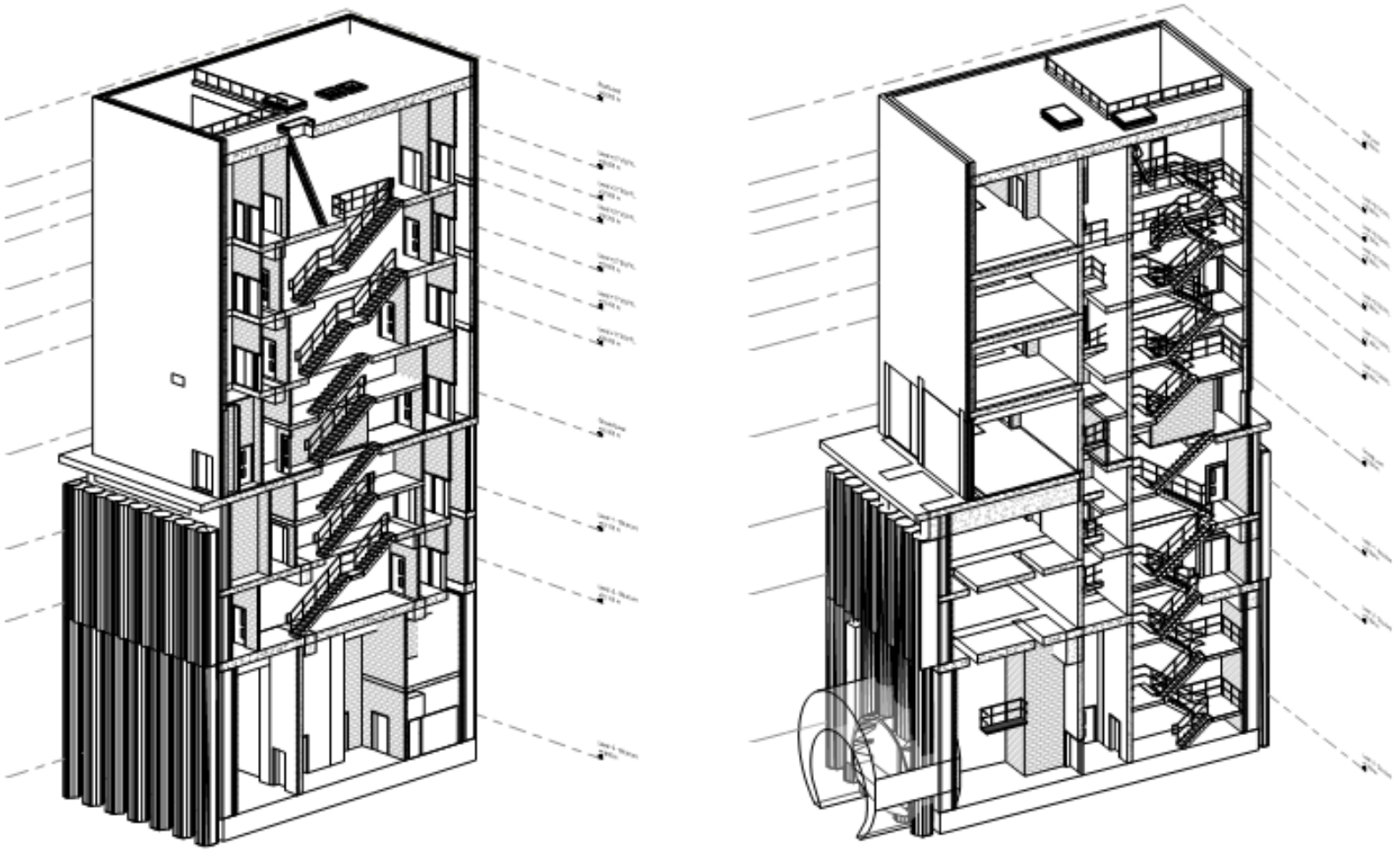
Level 2



Level 3



Level 4



Proposed section: for information only

Long range visual of north elevation along Coburg Street

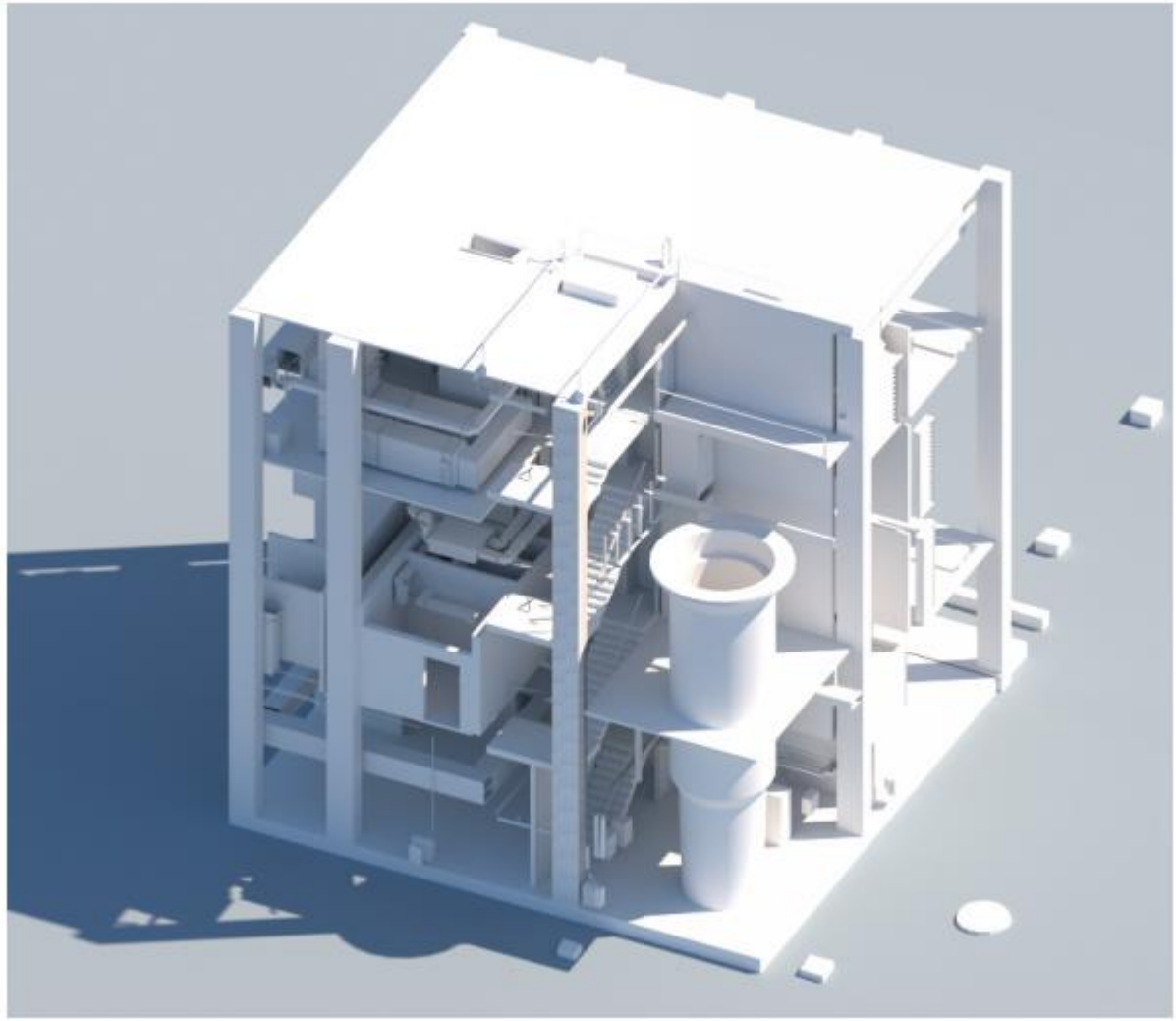
Medium range visual of north elevation along Coburg Street

East elevation visual from Melton Street

North elevation visual
Indicative public realm shown

North/east elevation visual

South/west elevation visual



Axonometric view of internal layout

Figure 40 Central Saint Giles

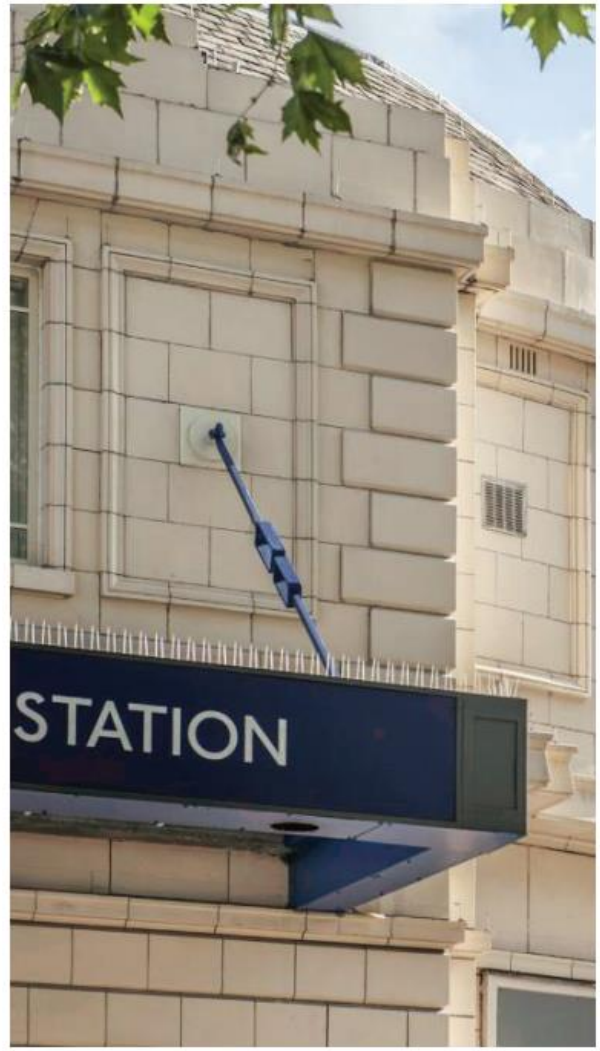
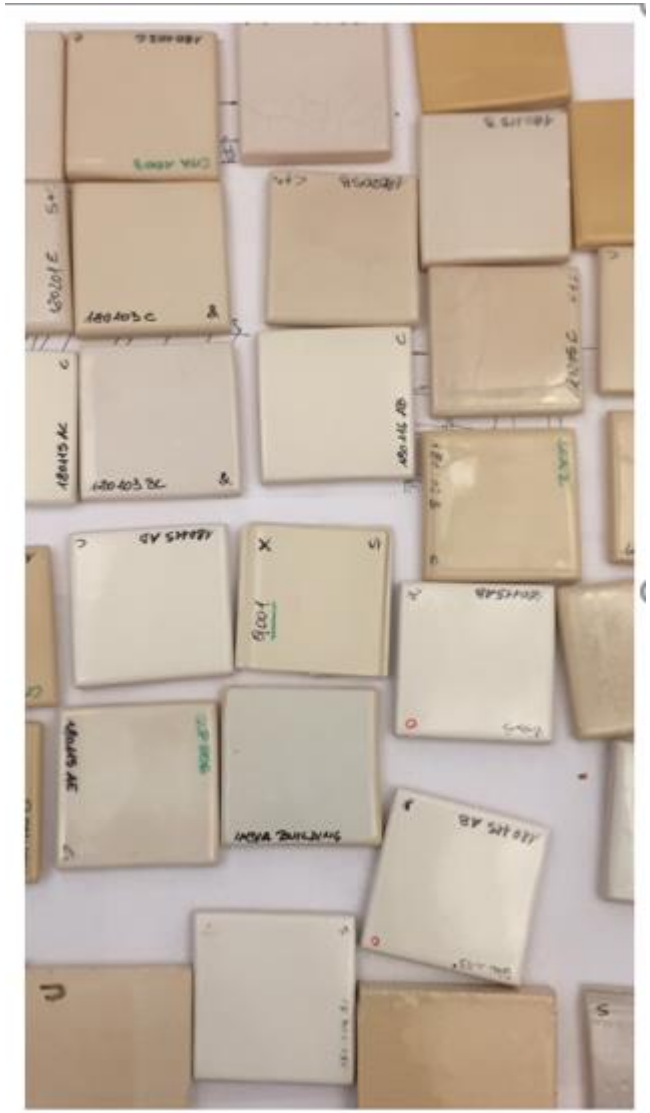


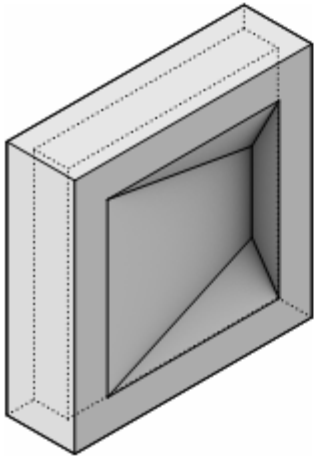
Figure 41 Use of Faience, Great Portland Street LU Station

Local precedents of faience tiles

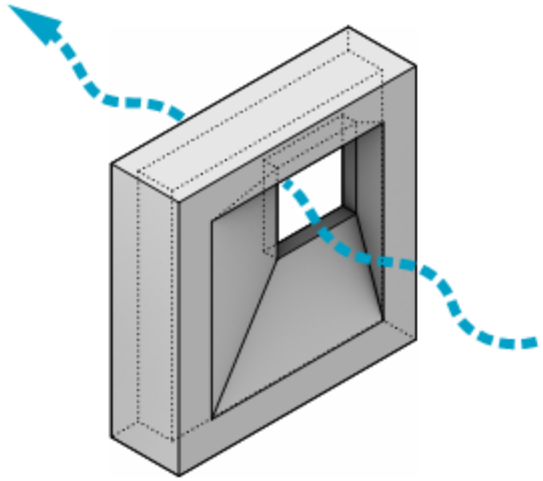
Example of faience tiles – One Eagle Place, Piccadilly



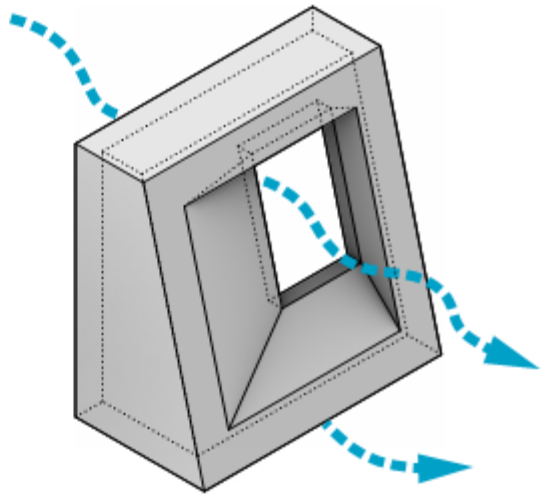
Proposed faience tiles colour range



'Type_01 Concave: Flat solid tile'
Concave profile for technical requirements



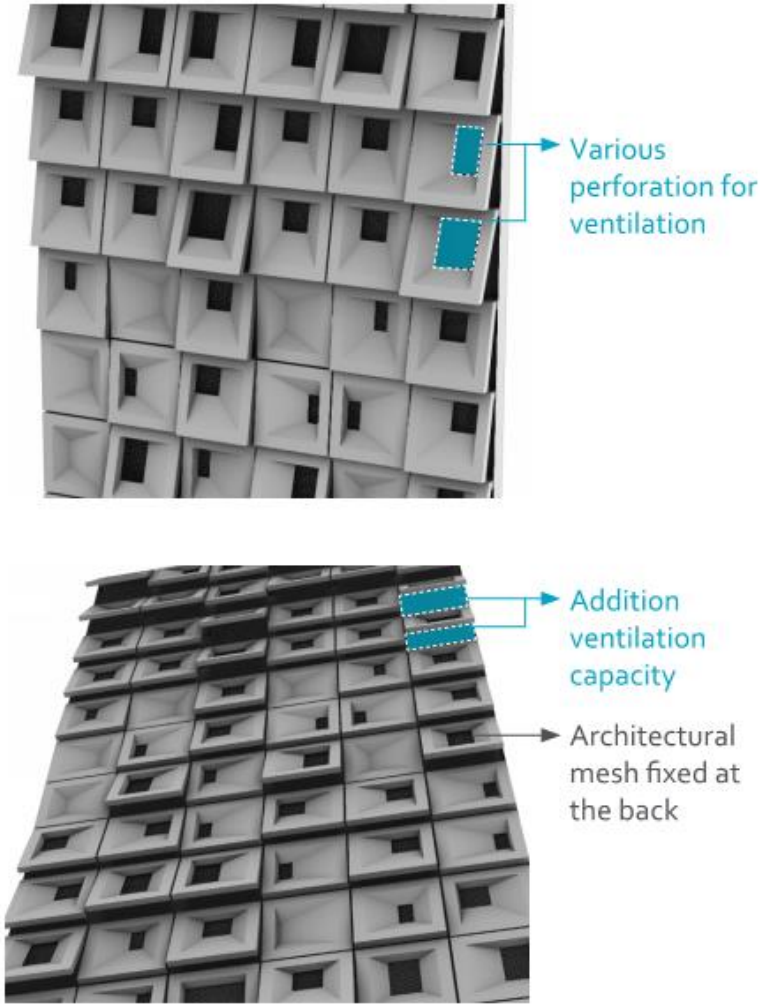
'Type_02 Concave: Flat perforated tile'
Concave profile for technical requirements
Perforation varies as ventilation capacity required.



'Type_03 Convex: Angled perforated tile'
Angle varies for additional ventilation capacity.
Perforation varies as ventilation capacity required.

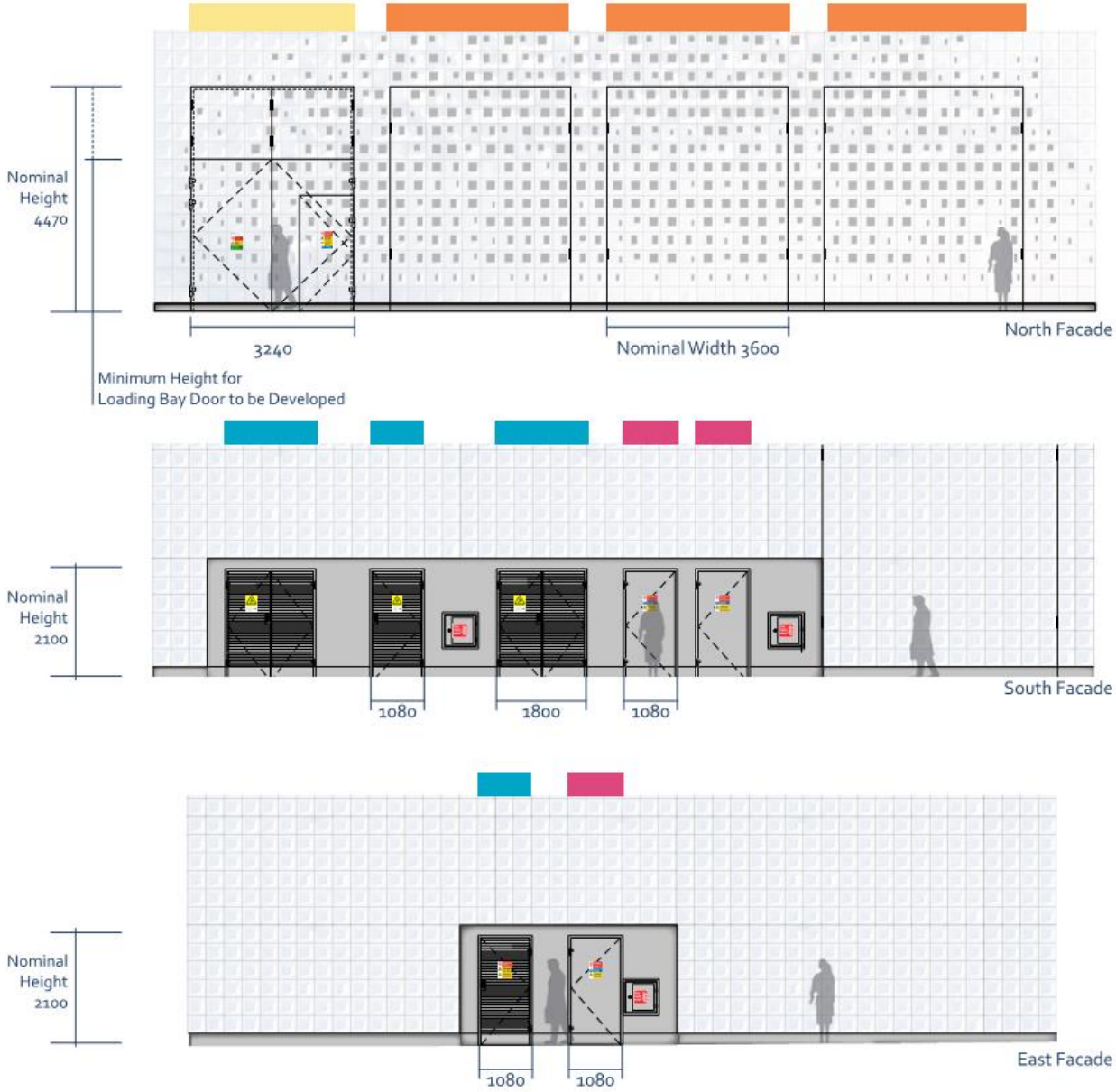
Breathing' Design Principle

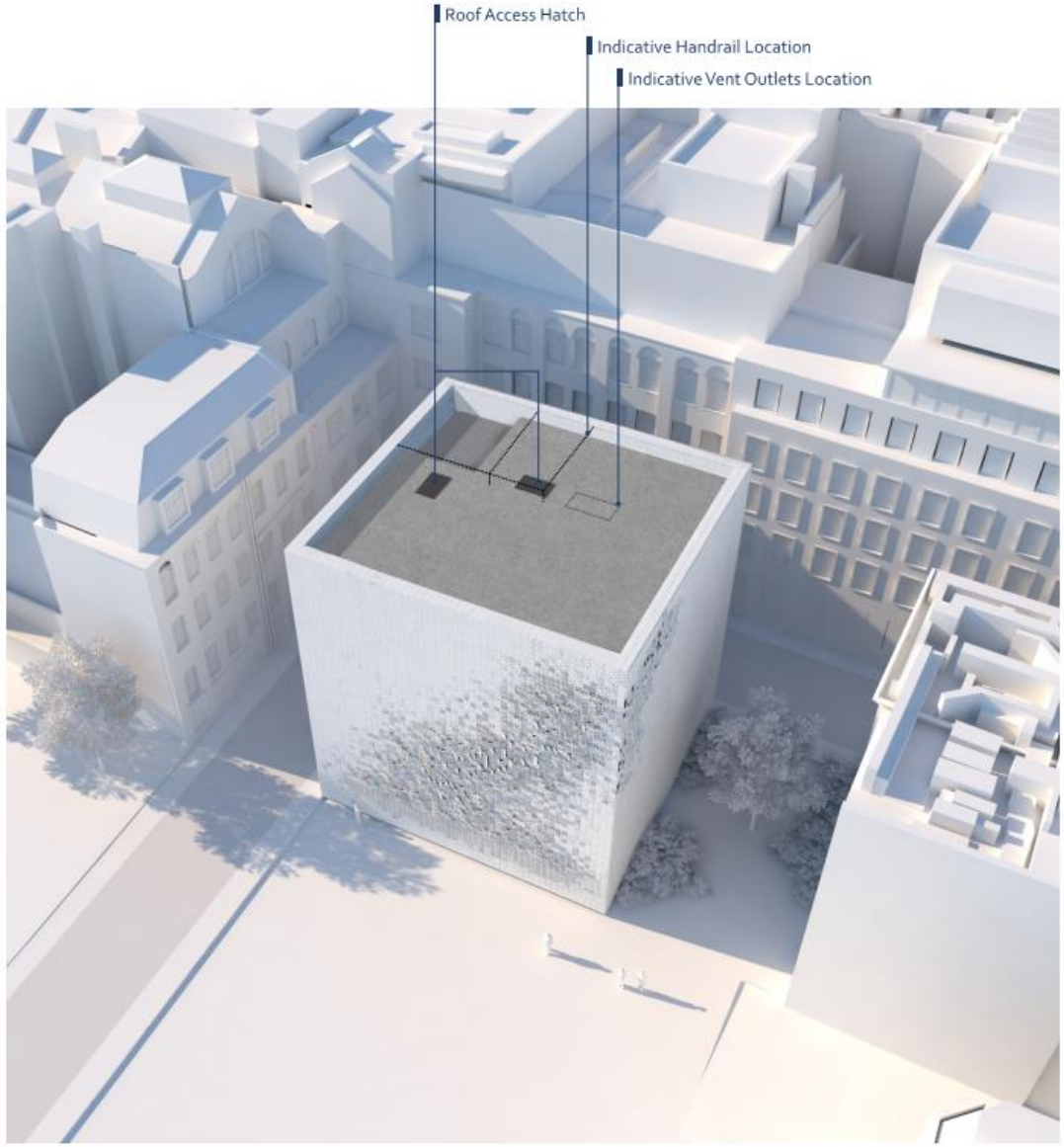
Façade detail



Façade detail – showing tile types and ventilation detail

Door finishes





Indicative roofscape