

Schedule 17 Application for Non-Material Change – Covering Letter

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Revision	Author	Reviewed by	Approved by	Date approved	Reason for revision
P01	J. Keith	V. Ward	R. Ward	22/06/2021	Updated to take account of Client comments on CSJV C01 submission and revised drawing set numbers.
C01	J. Keith	V. Ward	R. Ward	20/07/2021	For client approval

Security classification: OFFICIAL

Handling Instructions: None applicable

London Borough of Camden
5 Pancras Square
London
N1C 4AG

For the attention of: Laura Hazelton

Our Ref: WP137

Planning Portal Ref: PP-09924483

20th July 2021

Dear Sir/ Madam,

HIGH SPEED RAIL (LONDON – WEST MIDLANDS) ACT 2017
LONDON BOROUGH OF CAMDEN: REPLACEMENT LONDON UNDERGROUND TRACTION
SUBSTATION AND VENT SHAFT
SUBMISSION No. WP137– PLANS & SPECIFICATIONS NON-MATERIAL CHANGE

Further to our discussions, we submit herewith a request for the non-material change of the approved Plans and Specifications for the above work under Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017.

The submission for non-material change approval of Plans and Specifications comprises the following documents:

1. Non-Material Change Proforma
2. Revised Plans and Specifications drawings (as listed on the proforma)

Project Background

The Schedule 17 Plans and Specifications application for the replacement London Underground vent shaft and substation [Ref: 2019/0162/HS2] was submitted in January 2019 and approved with conditions in August 2019. The proposed vent shaft is clad in 360 x 360mm faience tiles that were angled / tilted / perforated where necessary in order to ventilate the plant areas and equipment inside.

HS2-HS2-TP-TEM-000-000004 P01

High Speed Two (HS2) Limited, registered in England and Wales.

Registered office: Two Snowhill, Snow Hill Queensway, Birmingham B4 6GA. Company registration number: 06791686. VAT registration number: 181 4312 30.

Design Development

During RIBA Stage 4 the technical design was developed (by Mott MacDonald and WM Architects), and in particular, the ventilation strategy changed from natural to mechanical ventilation for reasons relating to ventilation functionality and fire safety.

The main architectural impact of this change was to move the louvred areas away from street level to higher up the façades, and to reduce the required louvred area by 68% from 147m² to 47m². The abstract tile arrangement was adapted accordingly whilst staying within the original concept of a random pattern that flows around the building, linking the four façades. During the pre-application discussions with Camden in March and October 2020, Camden commented that the tile design had potentially moved too far from the approved application and may not be considered a non-material change. As a result, the design team offered to produce an alternative proposal that is closer to the original Schedule 17 design for comparison. To address Camden's comments, a revised design was presented to Camden on 21st December 2020 - Camden advised that the design better reflected the approved Schedule 17 application and HS2 should proceed with an application for a non-material change.

The Proposed Amended Design

In the approved design 40% of the tiles were either tilted or perforated, with most on the north, east and south. On the north façade there was a notable concentration of openings at street level, as required for the natural ventilation of the substation within. However, despite having perforations, the tiles at below 3m above street level were flush in order to not facilitate climbing or littering.

For the design presented in Summer 2020, the number of tilted tiles (NB. there are no longer any perforated tiles, just flat or tilted) dropped from 40% to 15%, due to the significant reduction in the required louvred area. As a result, the area of flat tiles increased accordingly, most notably on the east and west façades.

As part of this design exercise the team looked at increasing the number of tilted tiles back to 40%, as per the approved design. However, this proved unsatisfactory if the requirement of having no tilted tiles below 3m above street level was also respected. By having none at the lower levels of the façade, and therefore proportionally more higher up, the overall façade compositions looked unbalanced. Subsequently, the number of tilted tiles has been adjusted to 30% in order to create a balanced pattern and natural flow around the building. The east and west façades in particular have considerably more tilted tiles and are much closer to the approved design.

Summary

In comparison to the approved design, this proposed amended design doubles the number of tilted tiles from 15% to 30% of the overall total. The façade compositions add considerably more variation, interest and movement than before, whilst remaining balanced and in-line with the original concept. As a result, they are as close as possible to the approved design without compromising wider requirements.

At pavement level, although the tiles are not tilted, the façade is still of interest and high quality. Each tile is three dimensional with a shallow inverted pyramid set into the front face. These facets will catch the light in different ways as the viewer moves past the building. The moulded tiles are clearly crafted and a high-quality material.

It should be noted that Condition 2C attached to the approval of application ref: 2019/0162/HS2 requires "Elevation drawings at a scale of 1:50 demonstrating size and final pattern of tiles" to be submitted and approved in writing by the Local Planning Authority.

The design team believes the proposed non-material amendments remain true to the original concept. The details and lighting design will be formally submitted at a later stage as required by the extant planning conditions.

We trust the above gives you sufficient information to determine the request for non-material change approval. Should you wish to discuss this matter further, please contact **ryan.ward@macedragados.com**.

Yours faithfully,



pp: Ryan Ward

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

Enc.

Cc. John Nicholls – London Borough of Camden
Jennifer Walsh – London Borough of Camden
Ryan Ward – MDJV

Code 1 - Accepted