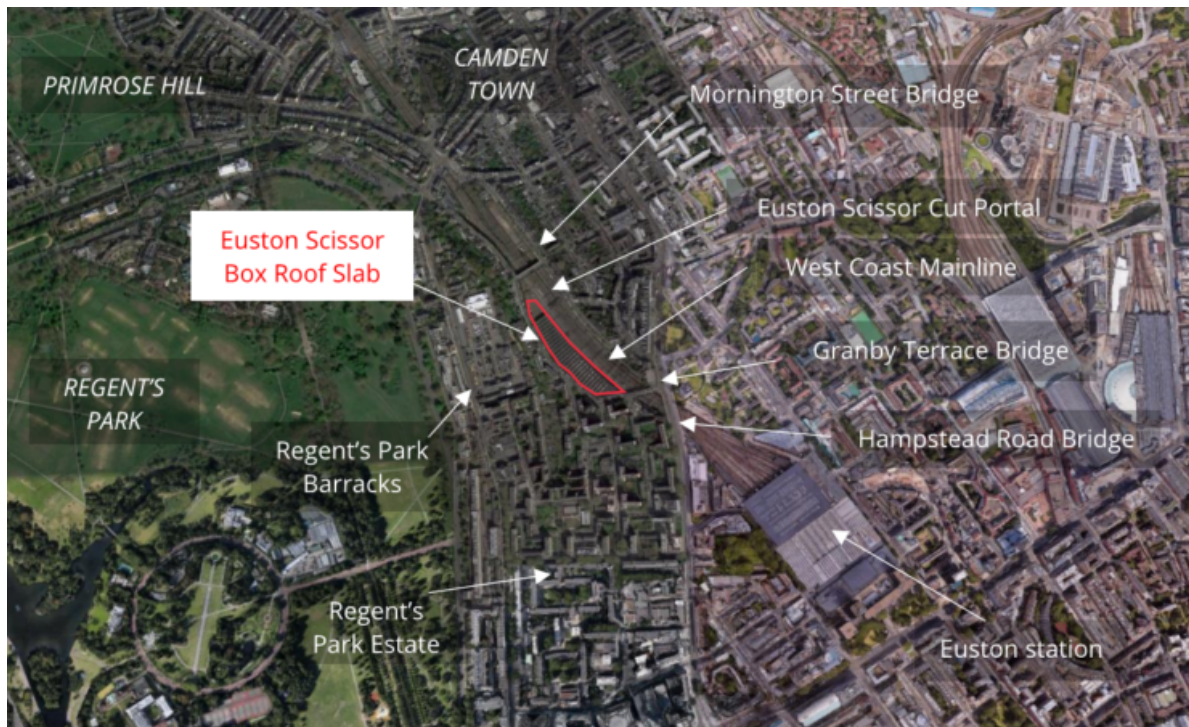


2022/1675/HS2 - Euston Scissor Box Roof Slab
Railway cutting adjacent to Park Village East retaining wall
and extending from Granby Terrace Bridge northwards.



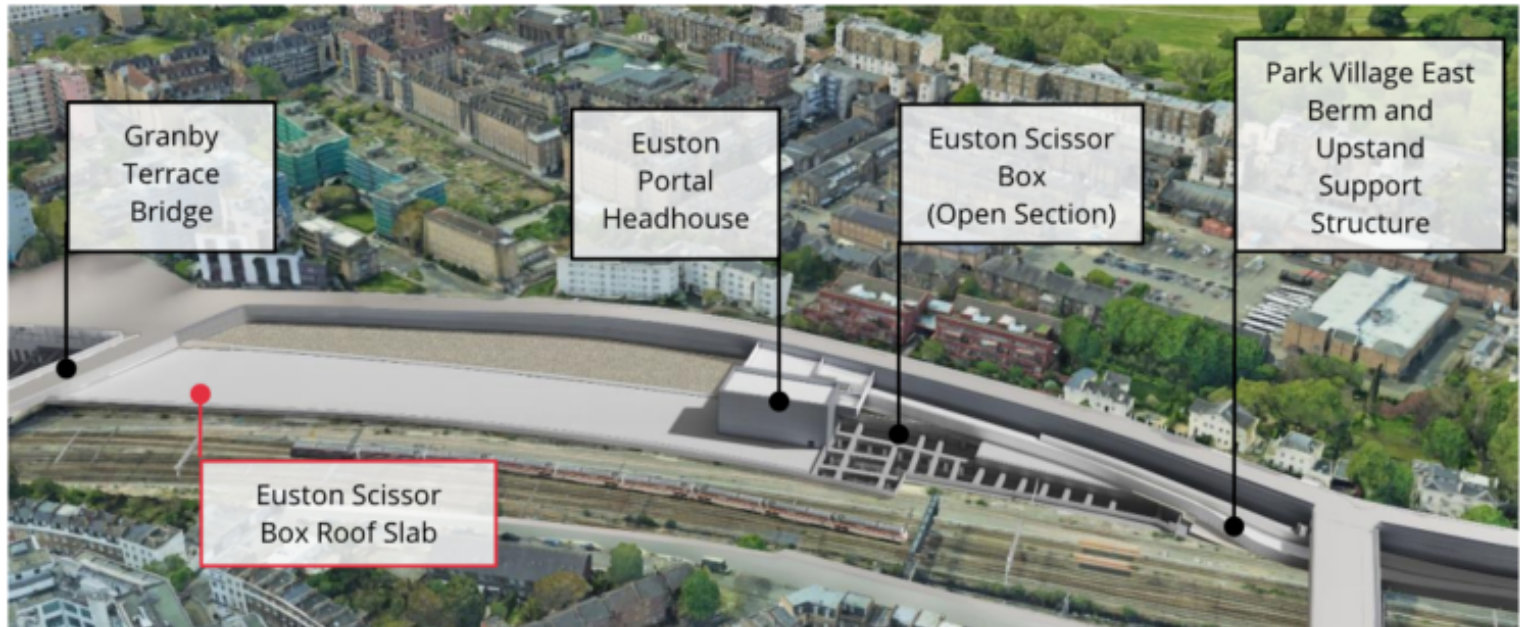
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1. Aerial view of the site



2. Proposed Scissor Box Roof Slab (in Red) and its surroundings



3. Proposed Scissor Box Roof Slab



4. View of existing retaining wall going southwards



5. The scissor Box Roof Slab in the wider context

Delegated Report (Members Briefing)		Analysis sheet		Expiry Date:	14/06/2022
		N/A / attached		Consultation Expiry Date:	12/06/2022
Officer			Application Number(s)		
Jennifer Walsh			2022/1675/HS2		
Application Address			Drawing Numbers		
Euston Scissor Box Roof Slab Railway cutting adjacent to Park Village East retaining wall and extending from Granby Terrace Bridge northwards. Park Village East NW1 3SY			Please refer to draft decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Application for approval under Schedule 17 of the High Speed Rail (London-West Midlands) Act for approval of the Euston Scissor Box Roof Slab, a 226m x 32m concrete slab consisting of a pre-cast hollow core structure to railway cutting adjacent to Park Village East extending from Granby Terrace Bridge northwards.					
Recommendation(s):		Grant Consent			
Application Type:		Schedule 17 - Conditions of Deemed Planning Permission			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	04	No. of objections	04
			No. Electronic	00		
Summary of consultation responses:	<p>Flat 5, Silsoe House, 50 Park Village East, NW1 7QH objects to the proposals on the following grounds:</p> <p>The written statement ignores the rest of the residents on Park Village East, which this development has a greater impact than the Nash Houses, Park Village East is more than these houses and statements only referencing is completely disrespectful of the other residents. This occurs numerous times throughout the written statement as if we are irrelevant and HS2 can destroy the rest of PVE as long as the residents in the Nash houses are not affected.</p> <p>It may not have a direct visual impact to the Nash houses but it will have a visual impact to the rest of PVE which is completely ignored. The finish and colour needs careful review as it will be visible and wrong colour could cause light reflection.</p> <p>Point 3.4 - operation noise - as a resident this ignores that there has been significant noise and vibration from the HS2 site, and Structural damage to property so this statement is incorrect. HS2 has been brushing all these complaints off, and refusing to acknowledge both the structural damage to property and impact on residents mental health;</p> <p>There has been numerous complaints regarding both to HS2, which has not been addressed. Since the parapet wall and vegetation was removed the noise has increased. The design as shown will just make matters worse, there is no mitigation measures instead a hard slab which will just reflect the sound and area of pebbles which would be noisy. This needs to be revisited as the scheme totally ignores the increased noise that HS2 has generated. Separate noise report and vibration reports are needed, as a resident point 3.7.10 needs expanding and assurance that HS2 will listen and relocate residents.</p> <p>There is no mention of the reinstatement of the parapet wall or vegetation, it is an incomplete submission so impossible to fully review. How will this slab be installed, and that such a large amount of concrete with all the environmental concerns.</p> <p><i>Officers Response – Please refer to section 3.0 on design. The comment has been noted, and consideration of all properties along Park Village East have been taken into account when making this recommendation. Construction noise and vibration are unfortunately not a consideration under Schedule 17, however further discussion can be found in paragraph 3.10. It is understood that the reinstatement of the vegetation and wall will come forward in a subsequent separate application. Such results of the works will be dealt with under separate legislation.</i></p> <p>30 Park Village East has objected to the proposal on the following grounds:</p> <p>Reference is made to "potential" OSD. Given that there is no certainty of OSD and that the timing of any OSD is unknowable, not enough planning has gone into the appearance of the slab until such OSD construction MIGHT commence. Whilst to the proposers of this slab, it is temporary, to those of us who are septuagenarians or octogenarians, the view of the slab will last a lifetime.</p> <p>Related to the above comment, there is no mention of the views from upper level windows of Park Village East, some of which give views directly onto the slab. More and better efforts must be made to improve the view of the slab.</p> <p>Why leave earthworks covered with graded gravel? Why not make them "green"?</p> <p>The effect of moving air in the "tunnels" is discussed. What is not discussed is the effect of air movement between the Euston Scissor Box (Open Section) and the slab when trains pass in the surrounding area.</p> <p>Nor is the effect of noise in the surrounding area discussed as trains pass between the</p>					

Euston Scissor Box (Open Section). The Application should be rejected or, at least, required to positively address the above concerns.

Officers Response: Whilst it is accepted that the proposal relates to 'potential' OSD, this structure relates to the wider proposals for the area which need to be constructed alongside the berm wall and the headhouses for operational reasons. Whilst Officers would have fully supported a green roof to all structures, we have been advised that they would not be suitable so close to a railway line. The blue roof function of the slab deck would also not allow the introduction of a green roof to this particular structure.

50 Silsoe House objects to the proposal on the following grounds:

This application affects Park Village East in its entirety, not just Nash House as continually alluded to. It is residential blocks like Silsoe, Richmond & Cubitt that will incur the direct visual impact & other environmental concerns - increased noise in an open cutting area; the concrete slab offers no noise mitigation measures & is most likely to simply reflect sound, especially with no protection as before from the parapet wall & vegetation.

The design needs review. It is an unsightly slab that is not in keeping with the historical design of Park Village East. Vegetation has been lost & needs to be replaced, not by concrete. More details & assurances should be offered by HS2. I agree with the objection/comments made by Camden Council - the design & impacts on Park Village East need to be reviewed & more sympathetically considered towards heritage assets & environmental impact.

Officers Response: This is a Schedule 17 application, and therefore Officers cannot assess on the same grounds as a full planning application. Through building a slab over the railway, which is horizontal and not a vertical structure, the proposed slab would reflect noise downwards onto the tracks rather than reflect up. There is currently a hoarding line, which is due to be replaced by the vegetation and the existing wall will be rebuilt although this is due to be considered under a separate application. Please refer to section 3 for further discussion.

**CAAC/Local groups
comments:**

The Camden Town CAAC object to the proposals on the following grounds:

- The CTCAAC notes that Table 3 in the Written Statement should include the following Listed heritage assets that are missing:
 the recently listed terrace at 3-7 Mornington Place (1475224) - also missing from the map at Fig. 3; the long terrace of houses at 26-54 Mornington Terrace (1113144, 1113145) on the other side of that road No. 58 Mornington Terrace (1113148) and the Edinburgh Castle PH (1113147) all of which directly overlook the cutting and are closer to the site than the York and Albany Public House which is mentioned.
- In relation to the application proposals, Committee members consider that the light grey membrane finish on the concrete roof slab, potentially left visible for a number of years, is not acceptable within the immediate context, despite the accompanying documentation's assertion otherwise.

Officers Response: Table 3 which was included within section 2.3 of the Written Statement has been updated in accordance with the properties identified above. Officers have taken the status of these properties into account when making their assessment. For the design response, please refer to section 3.0.

Regents Park CAAC have objected to the proposal on the following grounds:

- The limited visibility of the proposed structure in views of and from Park Village East is critical and depends on the retention of the red brick and stone boundary wall and planting strip to Park Village East. The wall and planting strip are important elements in the historic development of Park Village East and constitute part of the setting of the villas as Listed Buildings #8211 the Picturesque landscape surrounding the houses, not simply providing a backdrop to them. Any consent should be subject to a condition ensuring the full reinstatement of the cutting wall from Mornington Street Bridge to Granby Terrace Bridge and the planted strip to Park Village East. We are concerned that the proposed finishes to the roof will exacerbate reverberant noise levels from the cutting: mitigation by temporary planting of the roof should be considered. We also seek assurance that the infill between the box and the existing cutting structure will not prejudice the planting of mature trees when the area within the cutting is developed as part of the Euston OSD schemes currently under investigation.

Officers Response: Officers have long discussed the wall which has been removed. We are assured by HS2 that this will be reinstated as part of the Land Restoration consent. A proposed timeline for this submission is unknown, but Officers shall work closely with HS2 to ensure these comments are well considered within the subsequent applications.

Transport For London responded to the application with No Comment. They would like to be consulted on subsequent applications that could impact on TfL assets, operations and services such as new temporary accesses to construction sites and works to TfL highway mentioned in Table 7.

Historic England have commented on the application as follows:
 The proposed method statement and heritage impacts of installing the slab do not raise any issues for Historic England.

However, Historic England reserves its rights in relation to any forthcoming applications for development of OSD on this site. Their principle agreement to this application should not be considered as acceptance of a substantive quantum of OSD development on this site should it have a harmful impact on the historic built environment.

The Environment Agency has no objection to this consultation.

Site Description

The site is located within the existing railway cutting between Park Village East and Mornington Terrace, immediately north of Granby Terrace Bridge to the north west of Euston Station. The Euston Scissor Cut portal is located between Granby Terrace Bridge and Mornington Street Bridge and runs parallel with the western retaining wall that flanks Park Village East on the western side of the cutting. .

Mornington Terrace is located within the Camden Town Conservation Area with many of the buildings being Grade II listed. There are 16 properties along Park Village East which are Grade II* listed buildings located within the Regents Park Conservation Area. The retaining walls are included as 'street features or other structures' on the Camden Local List (adopted on 21 January 2015).

Relevant History

2021/0356/HS2: Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of a two-span expansion to the existing Granby Terrace Bridge (in the Euston Approaches) to provide a connection over the new HS2 rail corridor comprising of a bridge structure and parapets; and the installation of supporting concrete props for the provision of bridge support and ground stability. **Approval 24/03/2021**

2021/0126/HS2: Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of installation of Wall Berm and Upstand Support Structure to structurally support the existing Park Village East retaining wall. The berm will be located in the railway cutting, adjacent to the existing Park Village East retaining wall and extending from Euston Scissor Box (open section) to Parkway Tunnel; and the installation of Euston Scissor Box (open section) - structurally supporting the portal between the Euston Tunnels and Scissor Cut, located within the railway cutting bound by Mornington Street and Granby terrace Bridge and forming part of the portal for the new HS2 tunnels. **Approved 17/03/2021**

2020/2355/HS2: Application for approval under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 of lorry routes to and from the Euston Station Main Works - Early Works Worksite associated with works for HS2. Main works activities include: logistics, enabling works, piling and surveying works. Incorporating lorry routes via: Transport for London Road Network (TLRN), Melton Street, Cardington Street, Albany Street, Osnaburgh Terrace, Osnaburgh Street and Great Portland Street. **Approved 20/07/2020**

2020/1686/HS2: Bringing into Use of railway sidings as specified in Scheduled Work No. 1/17 and 1/27 of the High Speed Rail (London to West Midlands) Act 2017. **Approved 28/04/2022**

2019/6302/HS2: Submission under Schedule 17 of High Speed Rail (London - West Midlands) Act 2017 for plans and specifications for the excavation of a railway cutting involving erection of retaining walls with concrete parapets on top between Hampstead Road Bridge and Granby Terrace Bridge adjacent to the existing West Coast Main Line (to the east). **Refused 26/03/2020. APP/HS2/6 - Appeal Allowed 27th July 2020**

2019/4700/HS2: Lorry routes to and from the Euston Approaches and Adelaide Road worksites associated with works for HS2.

Main works activities include: Construction of the Park Village East retaining wall, portal and high-speed dive unders including the installation of ground anchors; Removal of excavated material from the station approach, tunnel portal and headhouse works; Construction of the decks over the high-speed dive under and railway south of Mornington Street Bridge; Construction of the west and east side retaining wall around Hampstead Road Bridge; Extension of Hampstead Road Bridge as well as associated utilities and highway works; Support the movement of plant and material down into the Euston approach railway cutting; Support the removal of excavated material generated in the railway cutting; Construction of Adelaide Road vent shaft and single storey headhouse building; and all other activities for the purposes and in connection with the scheduled and ancillary works.

Incorporating lorry routes detailed in 'List of Roads for Approval' document. Incorporating lorry routes detailed in 'List of Roads for Approval' document. **Appeal Allowed 25th August 2020**

Relevant policies

The HS2 Act

- High Speed Rail (London - West Midlands) Act 2017, in particular Schedule 17 paragraph 2 and 3

Statutory Guidance

- High Speed Rail (London - West Midlands) Act 2017 - Schedule 17 Statutory Guidance
- High Speed Rail (London - West Midlands) Act 2017 - Schedule 17 Statutory Guidance *Draft 09-Nov -2020*

Environmental Minimum Requirements and related documents

- 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
- Camden Local Traffic Management Plan
- High Speed Two Phase One: Route-wide Traffic Management Plan

Assessment

1. Background

Legislation and policy context

- 1.1 Phase One of High Speed 2 (HS2) is the first phase of a new high speed railway network proposed by the Government to connect major cities in Britain.
- 1.2 On 23rd February 2017, Royal Assent was granted, namely the High Speed (London-West Midlands) Act 2017 ("the HS2 Act"), for Phase One of HS2. The HS2 Act 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 HS2 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 HS2 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 The Council can only consider the application within the constraints of the HS2 Act, rather than planning policies set out in the Development Plan. The grounds for determination under the HS2 Act which the Council can base its decision to approve the application and attach reasonable conditions, or to refuse the application, are where the arrangements ought to be modified:
 - to preserve the local environment or amenity;
 - to 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.
- 1.7 Any representations received from the public or third parties will be considered by the Council but within context of the HS2 Act.
- 1.8 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.

1.9 Additional environmental and community protection measures

- 1.10 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

- 1.11 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.
- 1.12 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.
- 1.13 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.
- 1.14 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.
- 1.15 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.
- 1.16 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 contempt of Parliament proceedings.

2. Proposal

2.1 The request for approval of plans and specifications has been made under paragraph 2 and 3 of Schedule 17 of the HS2 Act.

2.2 The works submitted for approval and their ground for approval under the HS2 Act include:

- Fair faced Concrete Eastern Wall;
- Fair Faced Concrete Eastern Upstand;
- Edge protection Face;
- Ground-level Roof Slab structure and surface comprising of grey polyurethane membrane;
- Fairfaced Concrete Western Upstand with 4 drainage outlets;
- Made Ground topped with graded gravel.

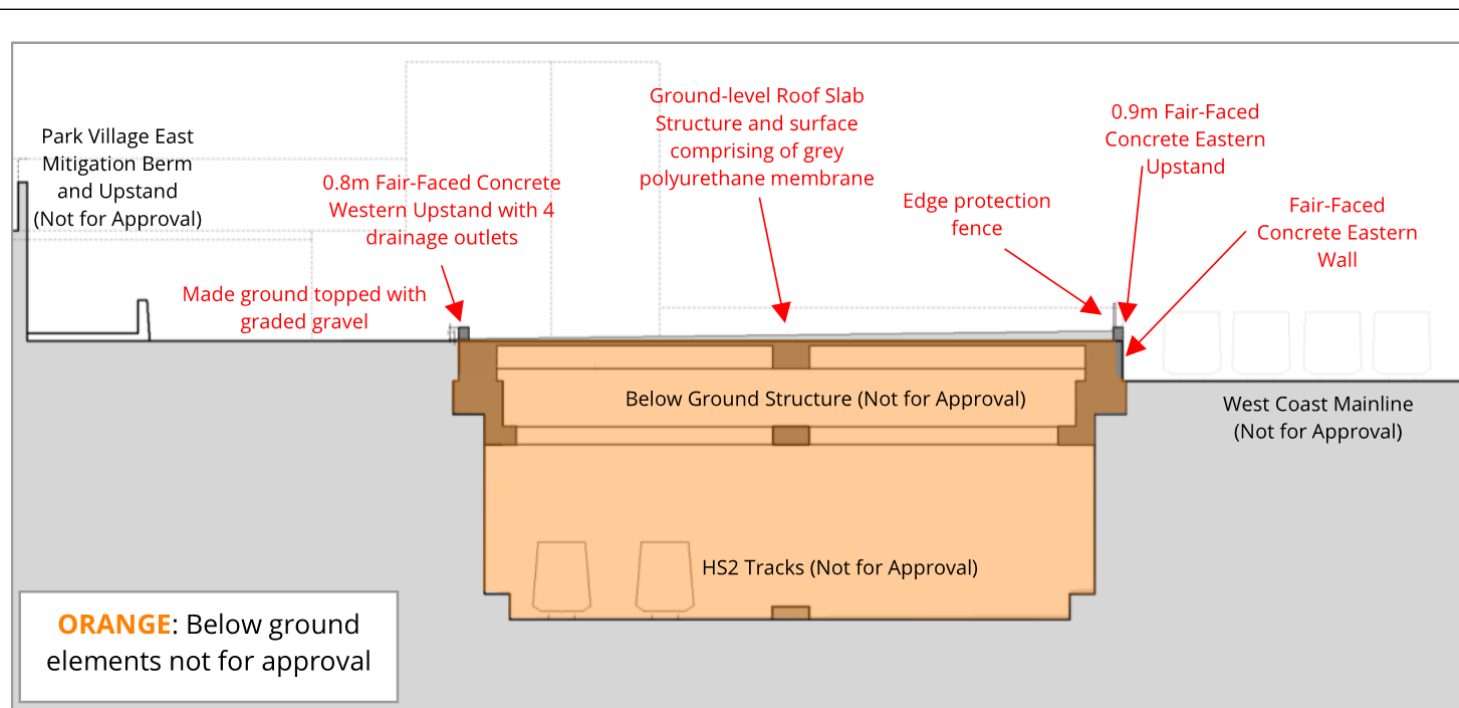


Figure 1: The proposed works for approval (In red)

2.3 Revisions

2.4 During the process of the application, revisions were received to Table 3 within the written statement to include further Designated Heritage assets in proximity to the application site.

3.0 Assessment

3.1 The main considerations in relation to this proposal are:

- *Local environment or local amenity*
- *Impact on archaeological, historic and nature conservation value*
- *Amenity*
- *Effects on road safety or on the free flow of traffic in the local area*

3.2 These works were identified in the HS2 Environmental Statement (ES) as having potential for over site development that would be brought forward in the future as a separate scheme. Therefore, the design includes building a deck above the railway. The design of such a 'deck' is referred to as the proposed Roof Slab, which has been developed to meet the functional requirements of the HS2 railway without precluding any potential over-site development scheme which may come forward in the future. It is also noted that due to the nature of the works, large parts of the Euston Scissor Box (ESB) Roof Slab are below the ground level. Only those works which are above ground level are for approval (Please refer to Figure 1 above).

3.3 The elements for approval are as follows and include the relevant Sch 17 paragraph numbers under which they can be considered:

- Paragraph 2 (Structures): Above ground elements of the Roof Slab Structure, comprising of eastern and western concrete upstands, the roof of the ESB Roof Slab constructed of pre-cast hollow core planks and is covered in a light grey colour polyurethane waterproof membrane, a fair faced concrete upstand at the interface with Granby Terrace Bridge, and the fair-faced concrete edge of the Roof Slab Structure that forms the Eastern Wall.
- Paragraph 3 (Fences and Walls – location only): Edge protection fencing running the length of the ESB Roof Slab's eastern edge, located on top of the concrete upstand.
- Paragraph 3 (Earthworks): Earthworks to level ground to the south of the ESB Roof Slab, topped with graded gravel.

Local environment or local amenity

3.4 When determining an application for planning permission, regard must be had for the Development Plan and of other material considerations. The determination must also be made in accordance with the Development Plan unless material considerations indicate otherwise, (see section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004). The current application is not made under the TCPA, but under Schedule 17 of the HS2 Act and therefore the statutory duties imposed by the 1990 and 2004 Planning Acts do not apply. However, the Development Plan policies which set out the Council's general approach to dealing with matters of design, conservation, archaeology, amenity and transport are a helpful reference point in

terms of making an assessment of an application of this nature under paragraphs 2 and 3 of Schedule 17 of the HS2 Act.

3.5 As stated above, the applicant identifies within their submission that most of the structure of this element is below ground level. These below ground elements do not require approval by the Local Planning Authority by virtue of paragraph 30, Schedule 17 of the Act and are therefore not part of this assessment.

3.6 The main body of works is the roof slab structure which is proposed to comprise precast concrete planks which span between the structural support props. It is proposed that this structure will be covered with a light grey polyurethane waterproof membrane, forming a 'blue roof' drainage system. The roof would act as a concrete tank which would use the proposed concrete upstands around the edge to collect the rainwater within an attenuation tank. This would then discharge the rainwater at a controlled rate, into the mains sewer thereby providing an attenuation storage facility which avoids the need for any buried attenuation elsewhere.

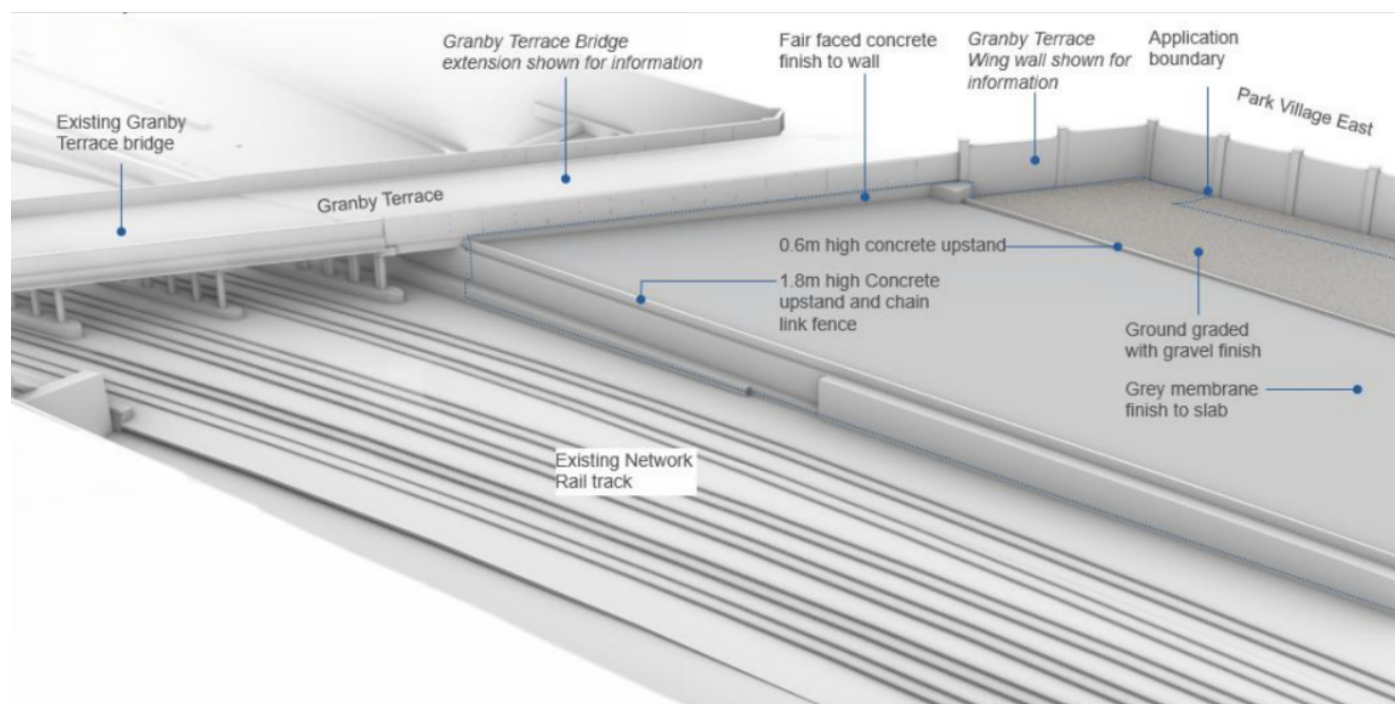


Figure 2: A bird's eye view of the interface with Granby Terrace Bridge

3.7 During the process of the application, some comments have been received in relation to the structure itself and the proposed colour. It is accepted that a lot of works are being proposed in this area and the cutting itself is subject to a lot of visual change. The proposal is directly linked to the oversite development, the works for which are at an early stage, and therefore, there have been some comments as to the requirements of this slab now rather than waiting until more is known. However, this piece of structure forms part of the wider works to the cutting and is to be integrated into other structures including the Berm Wall and the Scissor Cut box which have already received consent.

3.8 The blue roof element of the proposal also forms an important role in slowing down the rainwater discharge (into the mains sewer system) and the design is well considered. Whilst this is a large expanse of concrete, officers consider that the concrete colour as well as the light grey of the polyurethane cover is acceptable and would offer a uniform light grey colour across the whole of the roof. This would align with the light grey concrete colour which was approved for the Scissor box (Ref: 2021/0126/HS2).

3.9 The proposed structure as well as the colour of the wall was discussed with Planning Officers, Urban Designers and Conservation Officers during pre-application discussions and through the process of the application. Whilst Officers consider that it would be desirable for a darker colour concrete to be used, we consider that views of the structure will be limited. Officers also consider that the proposal colour scheme of light grey would be in line with other railway infrastructure at this cutting level and the above ground works which are being assessed would not be read as a dominant or incongruous addition. As such, Officers do not consider that the structure would harm either the setting of the Park Village East Listed properties or wider street scene. The existing blue brick cutting retaining wall located along Mornington Terrace blocks views from street level and therefore no resultant harm would be considered to occur to the neighbouring conservation area to the east of the cutting. As with the previous assessment for the Scissor cut box, whilst there would be other views from the upper levels of the Mornington Terrace properties, it is considered that the views would be across the cutting. From this view you would read the structure as a new railway structure, and not a structure sitting solely in the foreground of the PVE properties. Therefore, Officers considered that the roof slab and the other above ground works would not harm the setting of

the Grade II* listed buildings as it would be read in the immediate context of the railway structures and not within the setting of the listed buildings at street level above.

- 3.10 Within the comments received, one neighbouring property commented on the noise which covering over the railway tracks would produce. The Euston Scissor Box (Open Section) was included for approval under the Park Village East Berm Wall and Euston Scissor Cut Schedule 17 (Ref: 2021/0126/HS2). The following text, which explains the purpose of the open section, was included at paragraph 3.3.8 of the Written Statement submitted for that application.

"The section of the portal north of the Euston Portal Headhouse is an open scissor cut supported with concrete props at grade (track) level with the existing Network Rail tracks to provide an air gap between the Euston Tunnels and the Scissor Cut. This will allow the warm air pulled through the upline tunnel by HS2 trains approaching Euston to escape into the atmosphere, thereby avoiding the recycling of warm air back into the tunnels by downline trains (trains leaving Euston Station)."

- 3.11 Operational noise is discussed in section 3.4 of the Euston Scissor Box Roof Slab Written Statement. Paragraph 3.4.2 states the following which addresses all noise from the Euston Scissor Box, including the open section:

"Within the Euston Scissor Cut area, the relocation of the tunnel portal south of Mornington Street Bridge and the introduction of the cut and cover box over the scissor cutting is significantly beneficial in reducing airborne noise levels from the high speed railway as the track is mostly enclosed by the tunnel and scissor box. This is effective in minimising airborne noise, such that predicted railway noise levels at the nearest sensitive receptors to the ESB Roof Slab are below the lowest observed adverse effect levels set out in Table 1 of Appendix B of Information Paper E20. As such, all reasonable steps have been taken to reduce noise from the operational railway and no further mitigation is required."

- 3.12 Therefore, it is considered in conjunction with the other works to the cutting, this would not result in increased operational railway noise.

4.0 Impact on archaeological, historic or nature conservation value

- 4.1 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. Throughout the pre application process GLAAS confirmed that there was no archaeological interest that effected the roof slab design. 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.
- 4.2 While the site itself is not located within a Conservation Area, it is adjacent to the Regent's Park and Camden Town Conservation areas and several listed buildings as noted above. Throughout the process of the application, an amended Heritage table was submitted to take into account the recognised Listed Buildings identified by the Camden Town CAAC.
- 4.3 The proposed upstands are minimal interventions and would be read as such, however, the proposed slab would be read at the cutting level as a 'roof' to the railway. As discussed within the design section, it is not considered that the proposal would harm either the setting of the surrounding Listed Buildings or the wider conservation areas. This is due to the limited visual impact afforded from public vantage points and those from within private vantage points reading the structures as part of the railway structure rather than within the immediate setting of the listed buildings.
- 4.4 In considering the amenity impacts of the proposal, it is not considered that the proposals result in loss of outlook nor is it considered to result in a poorer quality visual amenity to the properties that face onto these structures, and as a result local amenity will be preserved. Given this scale and siting of the proposal, the development is not considered to have a detrimental impact on the amenity of either neighbouring property in terms of loss of light, privacy, overlooking or a sense of enclosure.
- 4.5 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.

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

- 5.1 The Council's Highways department raised no objection if the development is constructed in line with the HS2 Act.
- 5.2 TFL were consulted and raised no objection subject to HS2's ongoing co-operation and consultation on the project. Additionally, this is subject to HS2 fulfilling the requirements of the Protective Provisions Agreement between TfL and the Secretary of State, dated 15th May 2014.

Recommendation: Approval of plans and specifications pursuant to paragraphs 2 and 3 of Schedule 17 of the HS2 Act

The decision to refer an application to Planning Committee lies with the Director of Regeneration and Planning. Following the Members Briefing panel on Monday 20th June 2022, nominated members will advise whether they consider this application should be reported to the Planning Committee. For further information, please go to and search for 'Members Briefing'.

Application ref: 2022/1675/HS2
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Date: 14 June 2022

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DRAFT

Dear Sir/Madam

DECISION

High Speed Rail (London - West Midlands) Act 2017

Schedule 17 - Conditions of Deemed Planning Permission Approval

Address:

Euston Scissor Box Roof Slab

Railway cutting adjacent to Park Village East retaining wall and extending from Granby Terrace Bridge northwards.

Park Village East

NW1 3SY

Proposal:

Application for approval under Schedule 17 of the High Speed Rail (London-West Midlands) Act for approval of the Euston Scissor Box Roof Slab, a 226m x 32m concrete slab consisting of a pre-cast hollow core structure to railway cutting adjacent to Park Village East extending from Granby Terrace Bridge northwards.

Drawing Nos: Site Location Plan; 1MC03-SCJ_SDH-AR-DSE-SS01_SL03-180121 Rev _03; 1MC03-SCJ_SDH-AR-DGA-SS01_SL03-180111 Rev P03;

The Council as the Local Planning Authority & Qualifying Authority within the meaning of the above Act has **granted** permission subject to the following condition(s) and informative(s) listed below:

Informative(s):

- 1 In accordance with assurances given by the Secretary of State, the applicant is reminded that HS2 Phase 1 Environmental Minimum Requirements must at all times be fully complied within undertaking the works.
- 2 In accordance with the Phase 1 Code of Construction Practice, the applicant must adhere to the control measures set out in the HS2 Phase 1 Route-wide Traffic Management Plan and the Ealing Local Traffic Management Plan. The measures contained in the Local Traffic Management Plan must be kept under review during the execution of the works, in consultation with TfL, London Borough of Camden and other relevant stakeholders.

Yours faithfully

Chief Planning Officer

DRAFT

DECISION