

HS2

Schedule 17 - Plans and Specifications Written Statement Template

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HS2

High Speed Rail (London – West Midlands) Act 2017

HS2 Ltd

London Borough of Camden

Euston Station – Construction of an external Staircase to the North-Eastern Façade of the Building

Schedule 17 Plans and Specifications Written
Statement for Information

LBC.PS.10012

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1 Introduction

1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> Jonathan Binks Consents Manager Network Rail 1 Eversholt St. London, NW1 2DN
Site Address	London Euston Station, Eversholt Street, London, NW1 2DU The works are located at; Easting (529524) Northing (182834).
Description	Plans and Specifications submission under Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017 for works comprising: Construction of an external staircase to the north-eastern façade of Euston Mainline Station.

1.2 Terms of Reference

- 1.2.1 This Written Statement is compiled in accordance with the High Speed Two (HS2) Phase 1 Planning Memorandum and Planning Forum Notes (PFNs) as required by the planning regime established under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 ('the Act').
- 1.2.2 This statement provides the London Borough of Camden with information to assist with the determination of the Plans and Specifications submission under Schedule 17, in relation to the above description of works.
- 1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.

1.3 Introduction to High Speed 2

- 1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.
- 1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.
- 1.3.3 For further information on HS2 and the route through the London Borough of Camden please refer to the Planning Context Report for Camden, deposited with the Council by HS2 Ltd.

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

- 1.4.1 The Act provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this Plans and Specifications submission.
- 1.4.2 Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.
- Construction arrangements (including large goods vehicle routes);
 - Plans and specifications;
 - Bringing into use requests; and
 - Site restoration schemes.
- 1.4.3 This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.
- 1.4.4 Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals, or refuse requests for approval.

- 1.4.5 This Written Statement includes information supporting the Plans and Specifications submission in relation to the matters outlined in **Table 2** below.

Table 2: Schedule 17 Plans and Specifications Submission Details

Site	Details
Plans and Specifications (permanent works)	<ul style="list-style-type: none"> • Building works

- 1.4.6 The works to which this application relates, and the cumulative impact of the works in conjunction with other HS2 development, have been assessed and re compliant with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles¹.

1.5 High Speed Two: Code of Construction Practice

- 1.5.1 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The EMRs include the HS2 Code of Construction Practice (CoCP).
- 1.5.2 The works subject to this request for approval of Plans and Specifications will be undertaken in accordance with the Code of Construction Practice, and with the Class Approval issued by the Secretary of State (March 2017)².
- 1.5.3 The Schedule 17 Statutory Guidance issued by the Secretary of State (February 2017)³ provides guidance to all planning authorities determining requests for approval under Schedule 17 to the Act. Paragraph 4.4 of the Statutory Guidance states that planning authorities should not through the exercise of Schedule 17 seek to modify or replicate controls already in place such as the Environmental Minimum Requirements.

¹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/618074/General_principles.pdf

² <https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-act-2017-class-approval>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/592755/hs2-schedule-17-statutory-guidance.pdf

1.6 Structure of Written Statement

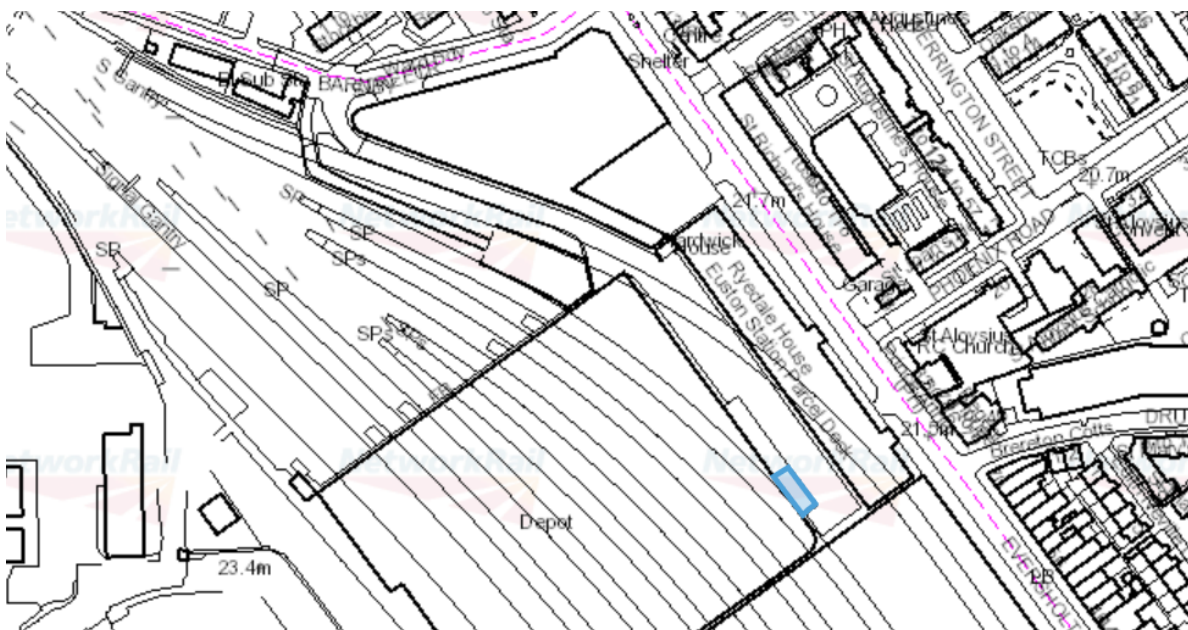
1.6.1 This Written Statement is structured as follows:

- A description of the location and main characteristics of the area in which the works will be carried out is provided in **Section 2**;
- **Section 3** describes the main works being undertaken in the area, as set out in Schedule 1 of the Act, and those that are the subject of this Schedule 17 Plans and Specifications submission;
- The design approach and rationale for the works which are the subject of this Schedule 17 Plans and Specifications submission are described in **Section 4**;
- **Section 5** summarises the pre-submission consultations that were undertaken, including a list of the consultees, dates, attendees at meetings and a brief summary of the outcome of these discussions;
- A high-level programme for the works and how they fit into the wider programme for other works in the area, as set out in Schedule 1 of the Act, is provided in **Section 6**; and
- **Section 7** identifies any other main consents, or known forthcoming consents associated with the works.

2 Site Location and Characteristics

2.1 Site Location

2.1.1 The application site is located within the footprint of Euston mainline station and is accessed via Barnby Street. The proposed staircase would not be visible from the public realm and is screened from view of Eversholt Street by Ryedale House.



Proposed location denoted by the blue highlighted area.



2.1.2 The site is not within the setting of any listed buildings or conservation areas.

2.2 Surrounding Highway Network

2.2.1 The application site is contained within the footprint of Euston Station, with staircase screened from view of the public realm by Ryedale House. The site is accessed from Barnby Street and connects to Eversholt Street and the wider highway network.

3 Description of the Works

- 3.1.1 The works at Euston station include the construction of an external metal staircase to the north-eastern roof of the station building, required for improved access for station staff due to HS2 enabling works modifying the existing station.
- 3.1.2 The staircase is designed to prioritise safety and will consist of prefabricated steel stairs with an anti-slip coating, a 900mm high handrail, a metal profiled enclosure and a lockable gate.
- 3.1.3 Approval is sought for the structure under Para 2 of Schedule 17 of the HS2 Act.

3.1 Introduction

- 3.1.1 This Written Statement supports the Schedule 17 submission for the approval of plans and specifications in the installation of an external staircase to the roof of Euston Station.
- 3.1.2 The Plans and Specifications submitted for approval are listed in the pro-forma accompanying the application. A summary of the proposed works for approval is provided in Section 3.2 below.
- 3.1.3 Section 3.3 summarises the indicative mitigation relevant to the works being submitted in accordance with paragraph 7.5.2 of the Planning Memorandum.
- 3.1.4 Sections 3.4 – 3.6 provide information on other aspects of the works to assist in understanding the context of planned construction methodology and how EMR controls apply to the works being submitted for approval. The information in Sections 3.4- 3.6 is not for approval under Schedule 17.

3.2 Works for Approval

- 3.2.1 The relevant scheduled works as set out under Schedule 1 of the Act to which this Schedule 17 submission relates are:
- 3.2.2 The relevant scheduled works as set out under Schedule 1 of the Act to which this Schedule 17 submission relates are:
- Work No. 1/1 - A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the

Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Cobourg Street, Mornington Street, Granby Terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common and a Crossover Box at Victoria Road.

- Work No. 1/2 - A railway (2.16 kilometres in length) being a realignment of the West Coast Main Line Railway, partly in tunnel, commencing within Euston Station at a point 139 metres south of the junction of Eversholt Street with Drummond Crescent, passing north-westwards and terminating at a point 68 metres east of the eastern face of the bridge carrying Regents Park Road over the West Coast Main Line Railway;
- Works Nos. 1/1 and 1/2 include the reconfiguration and enlargement of Euston Mainline Station and London Underground Euston Station ticket hall;

3.2.3 The works submitted for approval comprise the construction of a metal staircase to the north-eastern roof of Euston Station.

Earthworks

3.2.4 No earthworks are proposed as part of the application.

Lighting

3.2.5 No artificial lighting is proposed as part of this application.

Buildings and/or structures

3.2.6 The staircase is considered an alteration to a building and the construction of a new structure.

Noise bunds or noise barriers

3.2.7 No noise bunds or barriers are proposed as part of this application.

Road Vehicle parks

3.2.8 No vehicle parking is proposed as part of this application.

Fences and walls

3.2.9 No fences or walls are proposed as part of this application.

3.3 Indicative Mitigation

- 3.3.1 No indicative mitigation is required for these works. The works are considered minor in nature and are compliant with HS2 Environmental Minimum Requirements.

3.4 Construction Method

- 3.4.1 This section summarises the general construction methodology and the main temporary works arrangements. The arrangements described may alter, are for information and background only and do not form part of this request for approval.
- 3.4.2 The proposal to install a staircase to the north-eastern roof of Euston Station is minor in nature and will not require any disruption to the rail or road network. The structure will be contained within an existing parking and delivery area for the station which is not part of the public realm. The staircase forms a pre-fabricated structure.

3.5 Historic Environment

- 3.5.1 No heritage assets are impacted by the proposed works. The staircase is not within the setting of any listed buildings or conservation areas and is screened from view of the public realm by Hardwick House.

3.6 Environmental Management During Construction

- 3.6.1 The Environmental Memorandum (part of the HS2 Environmental Minimum Requirements) sets out the arrangements for the management of environmental issues during construction and the Code of Construction Practice (CoCP) sets out specific details and working practices that apply. The CoCP is supported by Local Environmental Management Plans (LEMPs) which include specific measures by topic, relevant to each relevant local authority area. The LEMP relevant to the works subject to this Schedule 17 submission is The London Borough of Camden LEMP and can be found here:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/803294/P1S-HS2-EV-REP-S000-000006_-_LBC_SCSJV.pdf
- 3.6.2 Environmental management arrangements during construction do not form part of this request for approval of Plans and Specifications under Schedule 17.

- 3.6.3 The staircase work form part of the HS2 enabling package of works and are subject to compliance with the HS2 Environmental Minimum Requirements.

4 Design Approach and Rationale

- 4.1.1 The proposed development represents the need for functional railway equipment within an existing railway environment. The works to provide a new staircase to the north-eastern roof of Euston Station allow for safe and efficient access by railway personnel due to HS2 enabling works modifying the existing station building.
- 4.1.2 The staircase has been designed to Network Rail standards and will consist of prefabricated steel stairs with an anti-slip coating, a 900mm high handrail, a metal profiled enclosure and a lockable gate.
- 4.1.3 The staircase will not be visible from the public realm and is obscured from view of Eversholt Street by Ryedale House.
- 4.1.4 The development has been provided within an existing railway environment and is not considered to be detrimental to the character an appearance of the surrounding area.

4.2 Design Constraints

- 4.2.1 There were no design constraints for these works.

5 Pre-submission Consultation

5.1.1 Pre-submission consultation with the Local Planning Authority, statutory consultees and other relevant stakeholders is summarised in **Table 3** below.

Table 3: Pre-submission Consultation with LPA and Statutory Consultees

Consultee Name	Consultation Date	Method of Consultation / Attended by	Summary of Consultation Outcome
London Borough of Camden – Development Management Team	July 2022	Email exchange with John Nicholls.	Comments have been incorporated within the application.

6 Construction Programme

- 6.1.1 A high level programme for the works subject to this submission and how they fit into the overall programme for other works in the area is contained in **Table 4** below. The programme for works on site may vary from the indicative dates shown.

Table 4: Proposed Programme and Sequence of Works

Anticipated Start on Site Date (quarter/year)	Activity	Estimated Completion of Works (quarter/year)
Q4 2022	Commencement of construction	Q4 2022

7 Other Consents

7.1.1 Other main consents likely to be required for the works are summarised in Table 5 below. Consent requirements may alter during design development and further consents not identified in Table 5 may be required.

Table 5: Other Consent Requirements

Consent	Works Requiring Consent
HS2 Act, Schedule 4, Part 1	N/A
HS2 Act, Schedule 33, Part 5	N/A
Ecological Licenses	N/A
Environmental Consents	N/A
HS2 Act, Schedule 18	N/A
Schedule 17: Bringing Into Use	N/A
Any other relevant Schedule 17 Plans and Specifications submissions for adjacent or associated works	N/A