

## **Next stages in the implementation and delivery of the Euston Area Plan**

**To: Euston Strategic Board 11<sup>th</sup> June 2015**

**From: Jessica Gibbons, Programme Director on HS2, LB Camden**

### **Recommendations**

- The Board is asked to note and approve the production of a Euston Area Planning Brief by the London Borough of Camden (LBC).
- The Board are asked to confirm Network Rails (or the development lead body) commitment to fund a Euston Area Planning Brief to be produced by LBC.
- The Board is asked to note and approve in principle the need for a Euston Area Growth Strategy to help secure and delivery a comprehensive level deck scheme for Euston Station.
- The Board agree to input and share information to enable the production of the Planning Brief and Growth Strategy.
- The Board agree to write to the Treasury requesting an early meeting to discuss these plans and support for funding.

### **Introduction**

Following the completion of the Euston Area Plan (EAP) earlier this year the intention was that the Euston Strategic Board would not need to be reconvened until later in 2015 to plan for the preparation of a Euston Area Planning Brief.

Since the completion of the EAP, HS2 Ltd have announced their intention to deliver a “Phased Solution” for Euston Station which will be subject to an Additional Provision and an addendum to the Environmental Statement, expected to be published in September 2015. The “Phased Solution” is understood to be similar to the “Option 8” Hybrid Bill proposals but split over two phases while allowing for the eventual lowering and redevelopment of the classic services side of the station at a yet unspecified time in the future subject to securing funding.

Should the HS2 scheme go ahead at Euston, securing the lowering of the classic tracks and achieving a level deck solution is essential to securing comprehensive redevelopment at Euston and delivering the objectives set out in the EAP. A level deck solution is key to delivering a legible and permeable station while securing a balanced sustainable redevelopment providing jobs and affordable homes adding to the local, London and national economy.

In addition to agreeing to the production of a Planning Brief it is also proposed that a Growth Strategy, as required in the HS2 Growth Taskforce, be produced to look at how comprehensive redevelopment at Euston can be secured, delivered and financed.

### **Euston Area Planning Brief**

A planning brief will help set out in more detail how the vision for the comprehensive redevelopment of Euston as outlined in the EAP will be delivered. It will review and

update the EAP following the publication of the Additional Provision and Environmental Statement (expected) in September 2015. It will include more detailed analysis of the preferred over station development master planning including massing, scale, height and viability testing and modelling. It will offer more certainty, helping to guide the development partner, setting out Camden's planning policies and be a material consideration in determining any future planning applications for the over station development and surrounding area. It will help coordinate onward movements and transport interaction at Euston and expand on the different implementation and phasing stages necessary toward the delivery of comprehensive development while supporting, complementing and feeding into the work of the Growth Strategy.

It is proposed that a Euston Area Planning Brief be produced by the London Borough of Camden (LBC) over an 18 month period at a cost of between £312,900 and £362,900 including staff and consultancy cost. Appendix 1 includes a breakdown of the estimated resource costs.

A Project Manager would be employed by the Council to oversee the production of the Planning Brief, using the same approach as for the EAP. If funding is agreed by the Board the Council will use the summer period to start the preparation work on the planning brief and to get the necessary staff resources in place.

The Joint Euston Development Team has indicated informally that Network Rail (or the development lead body) would be prepared to fund the Council resources for the production of the Planning Brief.

The Planning Brief would be produced by the London Borough of Camden (LBC) with technical officer input and support from partners (including HS2 Ltd, NR, GLA and TfL) as necessary. The Planning Brief would be LBC supplementary planning guidance and it's not at this stage proposed to adopt it as a Development Plan Document. Adoption as a Development Plan Document (as was the case for the EAP) would prolong its timescale and increase costs not least given the need for a Development Plan Public Inquiry.

Community consultation and participation would be an integral part of the Planning Brief and it is proposed to build and expand on the extensive community engagement that was undertaken for the EAP. The proposed reporting arrangements for the Euston Area Planning Brief are outlined in Appendix 2 and will include regular updates and progress report to the Euston Integration Board and Euston Strategic Board.

## **Growth Strategy**

The HS2 Growth Taskforce recommended that for each HS2 station there is a need to establish a 'Growth Strategy' to explain how high rail speed can generate local jobs, growth and regeneration. The Growth Strategy should *"identify the extent to which local resources, developer contributions, third-party finance, and the alignment of existing central budgets can meet the costs of the infrastructure, regeneration and investment"* in the area around the stations.

The current phased approach for Euston station provides no guarantee of funding or a timescale for the comprehensive redevelopment of Euston. We have a once-in-a-life-time opportunity to get Euston right and ensure it reaches its potential to contribute significantly to the UK, London and local economy.

The uncertainty surrounding the current station plans means that 'growth' is by no means certain. The Growth Strategy will help partners mitigate the negative impacts of HS2 and the blight it causes, as well as ensure that any development does lead to genuine growth, not just displacement or replacement.

Securing the comprehensive approach to station redevelopment involving a level deck design is crucial to achieving the regeneration objectives of the EAP and delivering homes and jobs.

The Strategic Board is considering writing to the Treasury to request an urgent meeting to discuss the need for a properly funded comprehensive redevelopment of Euston. The Growth Strategy will be an integral part of making this economic and funding case.

It is proposed that the Euston Strategic Board members work jointly to develop a Growth Strategy to outline how comprehensive redevelopment can be secured, delivered and financed. The Strategic Board is asked to agree this principle.

Various conversations have already taken place. Network Rail last year undertook an extensive study to provide an updated business case for HS2 at Euston based on a comprehensive level deck option. Whilst not completed at the time this work provides a good basis to understanding and unlocking the development potential at Euston. The completion of this work, subject to Network Rail and Strategic Board agreement, could form the basis for a Growth Strategy.

The Midlands Local Enterprise Panel (LEP) is in the process of preparing a Growth Strategy for Birmingham Curzon Street. This will include the local infrastructure needed to unlock the regeneration. The Growth Strategy is currently with DfT for approval, and then it will go to Treasury. The Growth Strategy is due to be launched on the 15<sup>th</sup> June and further information will be available after this time, which can be utilised to inform the approach at Euston.

The Old Oak Common and Park Royal Mayoral Development Corporation (OPMDC) are in the process of undertaking a Development Infrastructure Funding Study (DIFS). The scope of a DIFS may differ from requirements at Euston, due to the different nature of the development, but there are aspects of the study approach that could be utilised and adopted.

Explorations of funding options are also to be considered. Consideration of the Tax Increment Financing (TIF) models utilised for the Battersea Nine Elms Northern Line Extension and the Brent Cross Redevelopment will inform any financial case for Euston alongside other potential funding sources.

It is proposed that LBC coordinate discussions with the key partners to outline the scope and delivery of a Growth Strategy for Euston. This will consider the existing resources, information available, best practice, timescales and delivery method, commissioning, plus how best the Growth Strategy can complement the Planning Brief and vice versa. It is recommended that a report is brought back to the next Euston Strategic Board meeting with a detailed proposal for the Euston Growth Strategy.

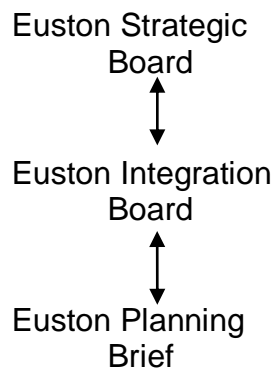
## Appendix 1

Euston Area Planning Brief resources (based on EAP costs and resources)

Staffing Cost including LBC Project Manager (3 days a week) and 2 FTE plus on costs	£212.5k
Architectural and viability consultancy including 3D Modelling	£50 to £100 k
Transport consultancy	£30 k
Website Hosting	£5.4k
Public Consultation including mails outs, adverts, events etc.	£15k
TOTAL	£312.9 to £362.9k

## Appendix 2

Proposed Euston Area Planning Brief Reporting Arrangements



Note Camden will have its only internal governance arrangement for the production of the Planning Brief; this reporting structure will sit alongside those.