

EUSTON AREA PLAN EXAMINATION 1ST AND 2ND JULY 2014

HIGH SPEED TWO (HS2) LTD STATEMENT

MATTER 3 – DEVELOPMENT STRATEGY

1. Subject to the changes agreed with Camden Council and set out in the HS2 Ltd/Camden Council Statement of Common Ground HS2 Ltd is not seeking any changes to the EAP related to the matters set out below. The intent of this statement is to assist the Inspector with his consideration of the Euston Area Plan (EAP).

Does Strategic Principle EAP1 (Land Use Strategy) appropriately embody the aspirations of all key stakeholders for the Plan area, with particular regard to the delivery of new homes, new business floorspace and the enhancement of Euston's role in the medical research, knowledge, innovation and creative industry sectors?

2. HS2's proposals for Euston Station are significant and present an important opportunity for the area and for London. The proposed High Speed Two (HS2) station at Euston will provide a world-class high speed rail station; significantly enhance the existing 'classic' railway station; enhance and enlarge the London Underground station; provide a higher quality bus station environment; and provide the potential for over-site development. It is this scheme – the Bill Scheme – which was assessed in the HS2 Environmental Statement and for which powers are being sought in the High Speed Rail (London - West Midlands) Bill (henceforth 'the Bill').
3. The HS2 Plus¹ report by Sir David Higgins proposed that a more ambitious scheme could be considered for Euston Station. It stated "*...an alternative proposal that the Government could consider is a level deck design, which would enable access from one side of the station to the other, better connecting the station to the local area and the community. It could also create the*

¹ HS2 Plus - A Report by David Higgins,
<http://assets.hs2.org.uk/sites/default/files/inserts/Higgins%20Report%20-%20HS2%20Plus.pdf>

potential for considerable over-site development...". In response to this the Government issued a remit letter to HS2 Ltd on 11 April 2014 asking that HS2 Ltd work with Network Rail to explore "A more comprehensive solution at Euston, working with the rail industry and the local community, with the aim of reaching a decision that would allow introduction of an additional provision to the hybrid Bill by December 2014".²

4. HS2 Ltd, along with Network Rail, recognises the potential opportunities that the 'level deck scheme' could bring and are working in response to the remit letter from the Government. However, unless and until a decision is made by the Secretary of State regarding the potential introduction of an additional provision to the Bill (i.e. a change to the Bill's powers so as to permit the alternative scheme to be built) the Bill Scheme remains current.
5. Whichever scheme for the station is implemented, which is a matter for Parliament, the EAP provides an ambitious framework in which to develop the station and any commercial development associated with it. HS2 Ltd supports the approach taken in the EAP, and reflected in Strategic Principle EAP 1, that the plan should not be predicated upon a single station design. This is because in advance of Parliament deciding on a scheme for Euston, the EAP plan could not, HS2 Ltd believes, be considered sound if it did not allow this flexibility.
6. HS2 considers that the range of OSD development in the EAP can be achieved although the quantum may vary depending upon the nature of the station option.
7. In summary, HS2 Ltd considers that the EAP has an appropriate and ambitious scale of development in Strategic Principle EAP 1 which the HS2 Station, be it the Bill Scheme or the level deck scheme, will help deliver.

² Remit Letter from DfT to HS2 Ltd, 11 April 2014, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/305559/remit-letter-hs2-hs1-link.pdf

Does Strategic Principle EAP1 adequately address the need for Social Infrastructure in the Plan area, notably in relation to Health and Education requirements?

8. HS2 Ltd has no comment to make on this question.

Paul Gilfedder MRTPI,

High Speed Two (HS2) Ltd,

6 June 2014