

HS2

HS2 Euston station design development public drop-in

07 November 2018

HS2 station design development

We held public engagement events in February to gain feedback on our station design development. The design team has continued developing the design and taken into consideration the community and other stakeholder feedback.

A number of design changes are being considered and the purpose of this public engagement is to capture your views on how these proposals respond to concerns. We also want to involve you on how we can tailor the open spaces to the needs of the local community and other uses of the HS2 station. We will use this information to inform our ongoing design development.

Further public engagement is planned during 2019, prior to an application to Camden Council, seeking consent for the external design of the station.



HS2 Euston station design development context

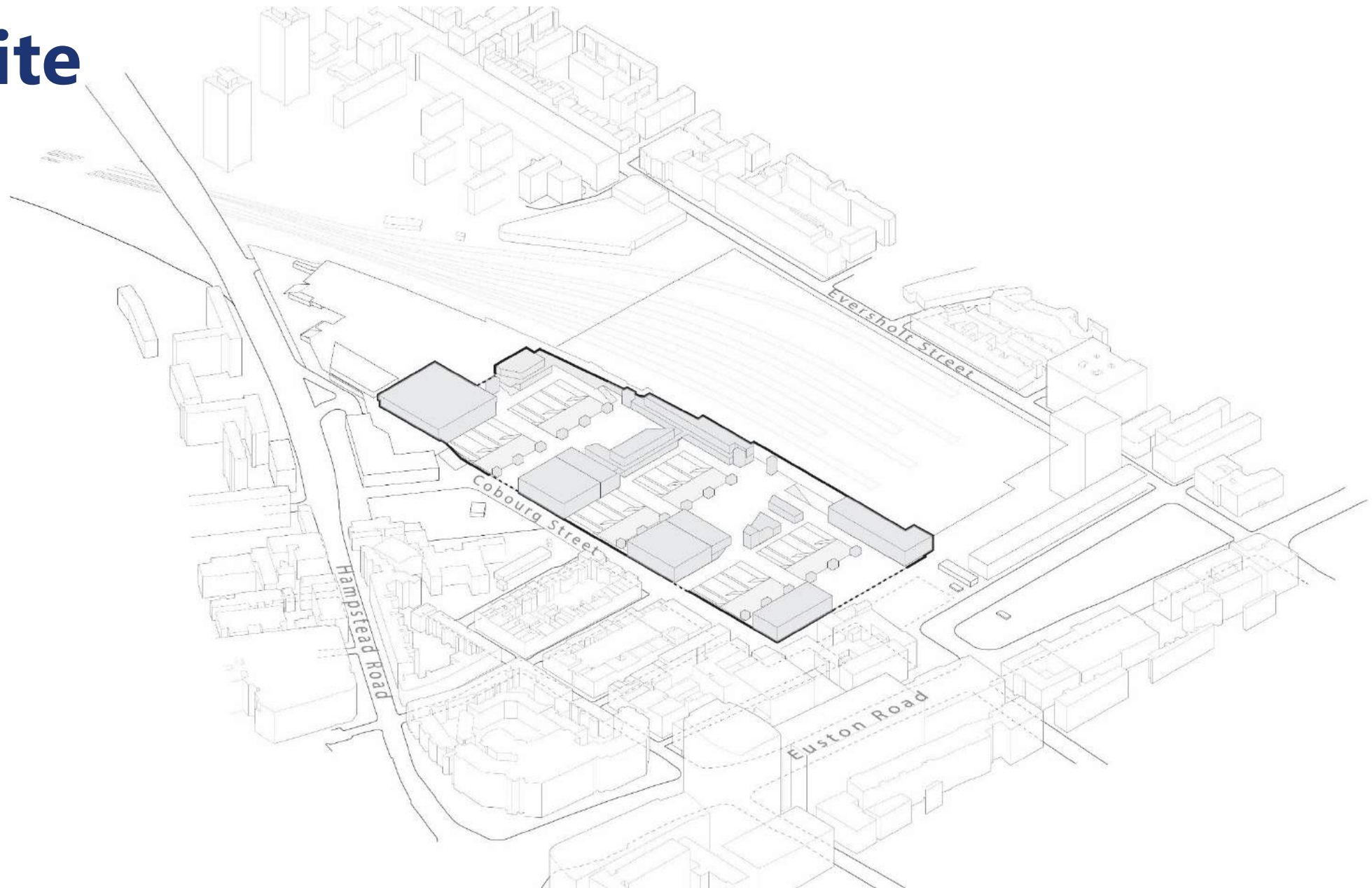
- Working closely with Network Rail and Transport for London to consider how the HS2 station at Euston integrates with other transport options at the station
- Considering how the HS2 station design can align with the objectives of the Euston Area Plan and how it might support later over site development in the area being undertaken separately by Lendlease



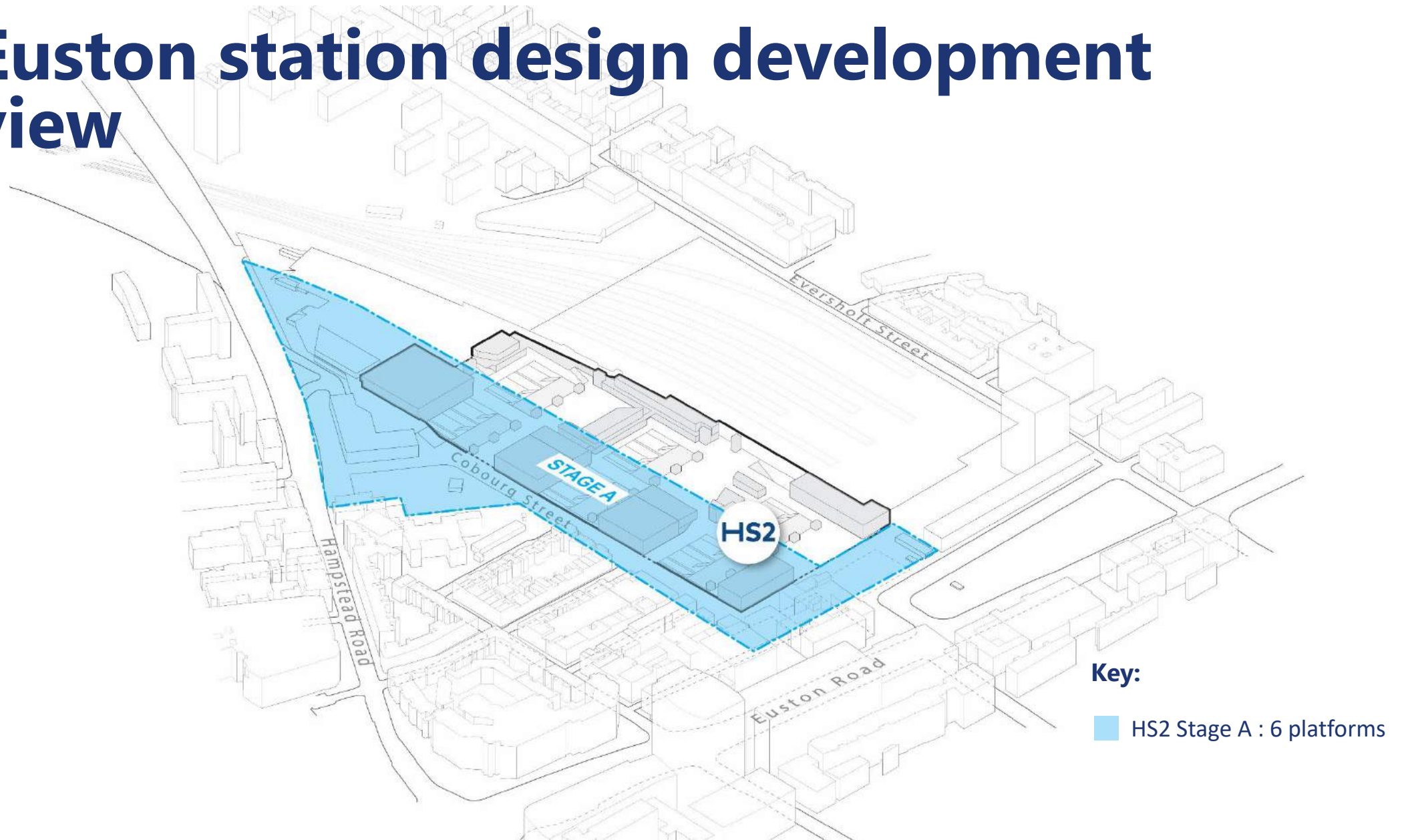
Timeline



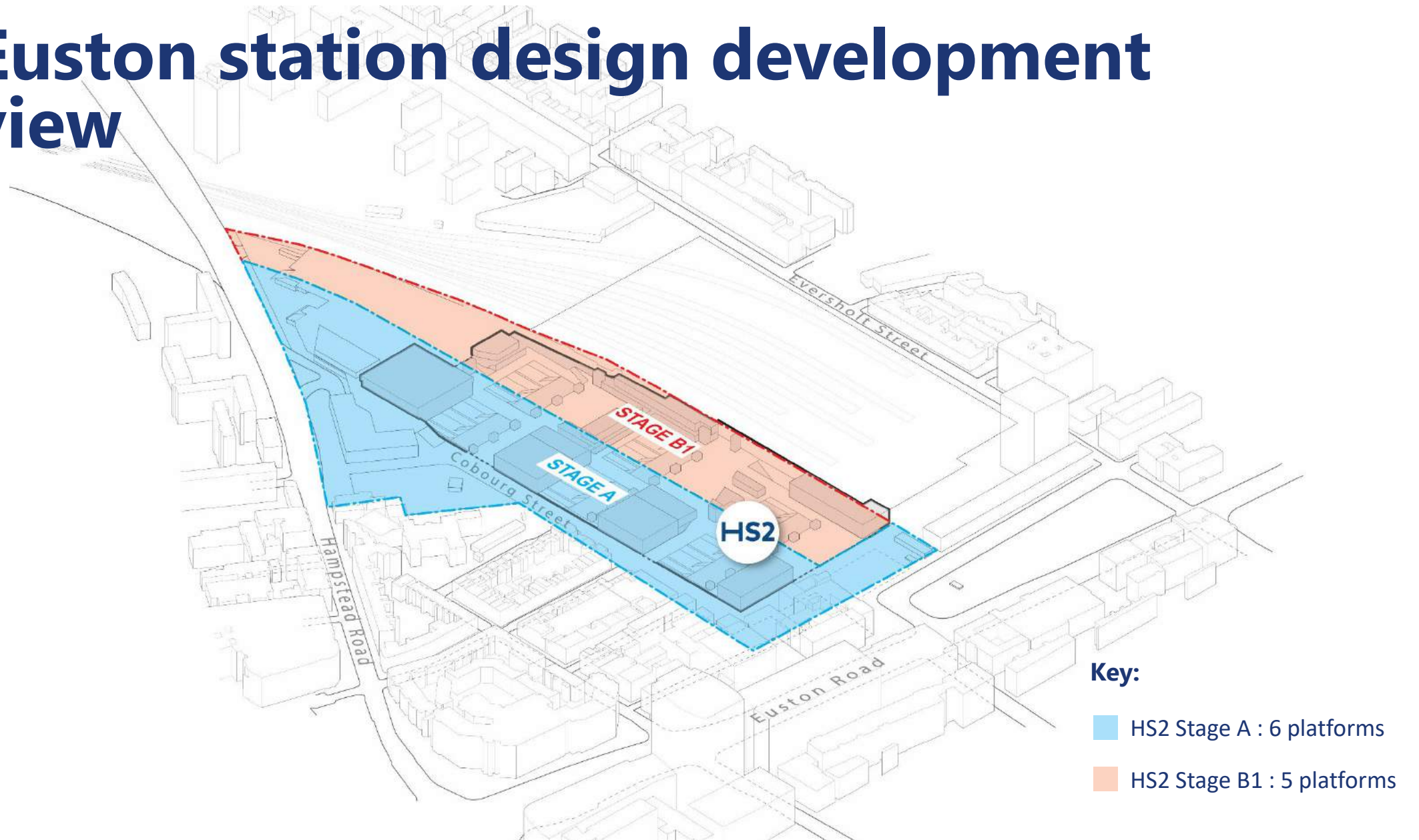
The site



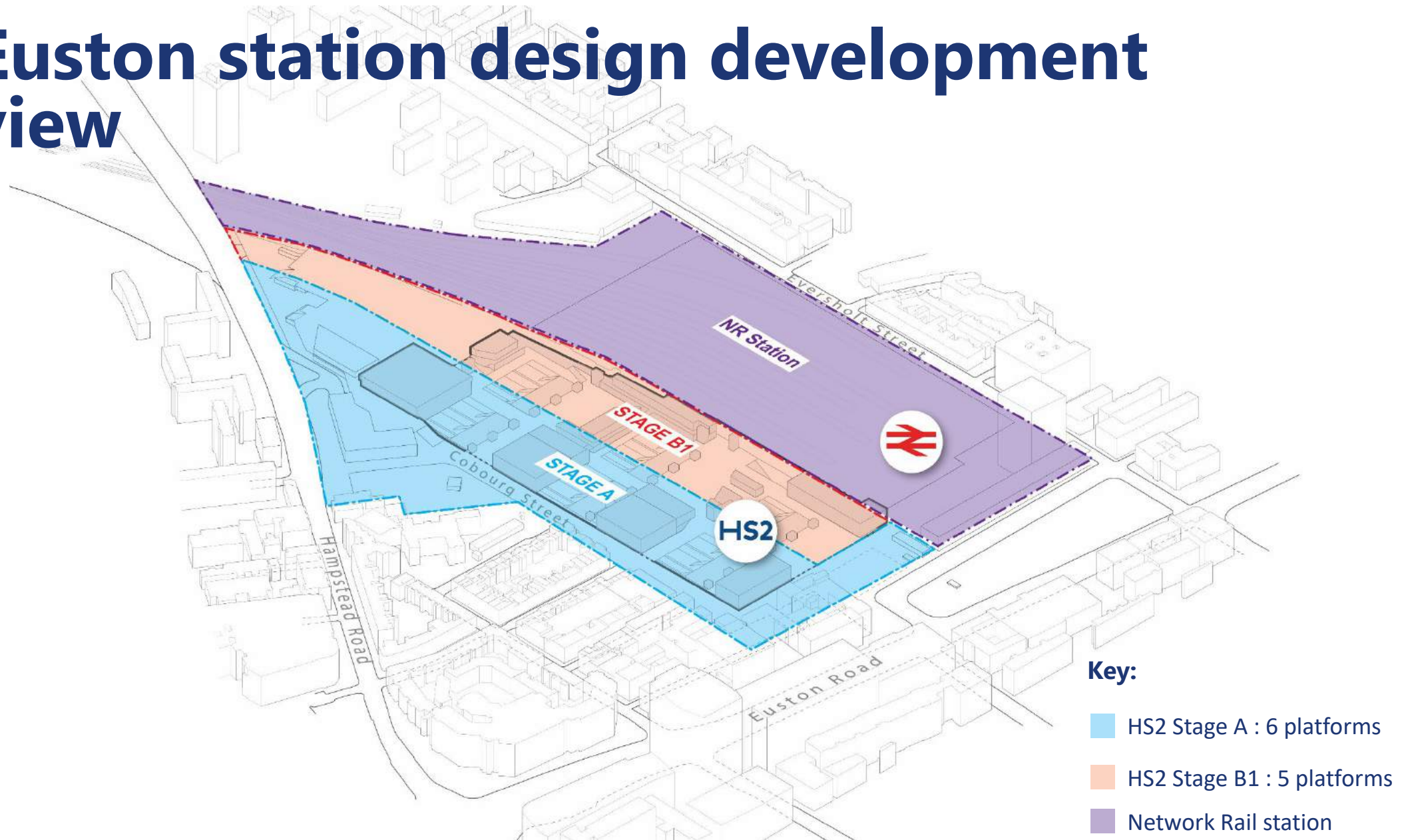
HS2 Euston station design development overview



HS2 Euston station design development overview



HS2 Euston station design development overview



The HS2 station



The HS2 station

Your feedback

- Supportive of the inclusion of additional entrances and public routes that had been introduced.
- There was a desire to see better alignment and connection with streets and public spaces outside the station.
- Ensuring the different types of station users who'll move through the HS2 station are catered for.

Responding to feedback

- We are considering a revised concourse arrangement, which would enable better connections to the local community and businesses by providing a station entrance opposite Drummond Street.
 - The main HS2 station entrance remains to the south, with further entrances on Cobourg Street and to the north of the station on Hampstead Road.
 - Inside the station, covered squares are being considered to allow additional waiting areas and space for different station users to move around the station.
 - Routes to connect Cobourg Street and Eversholt Street are dependent on any future redevelopment of the Network Rail station and may include level changes.
 - The inclusion of the western basement will not preclude tree planting in that area, although it will limit opportunities for planting trees with deep roots.
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The HS2 station: alignment overview



Transport interchanges



Transport interchanges

Your feedback

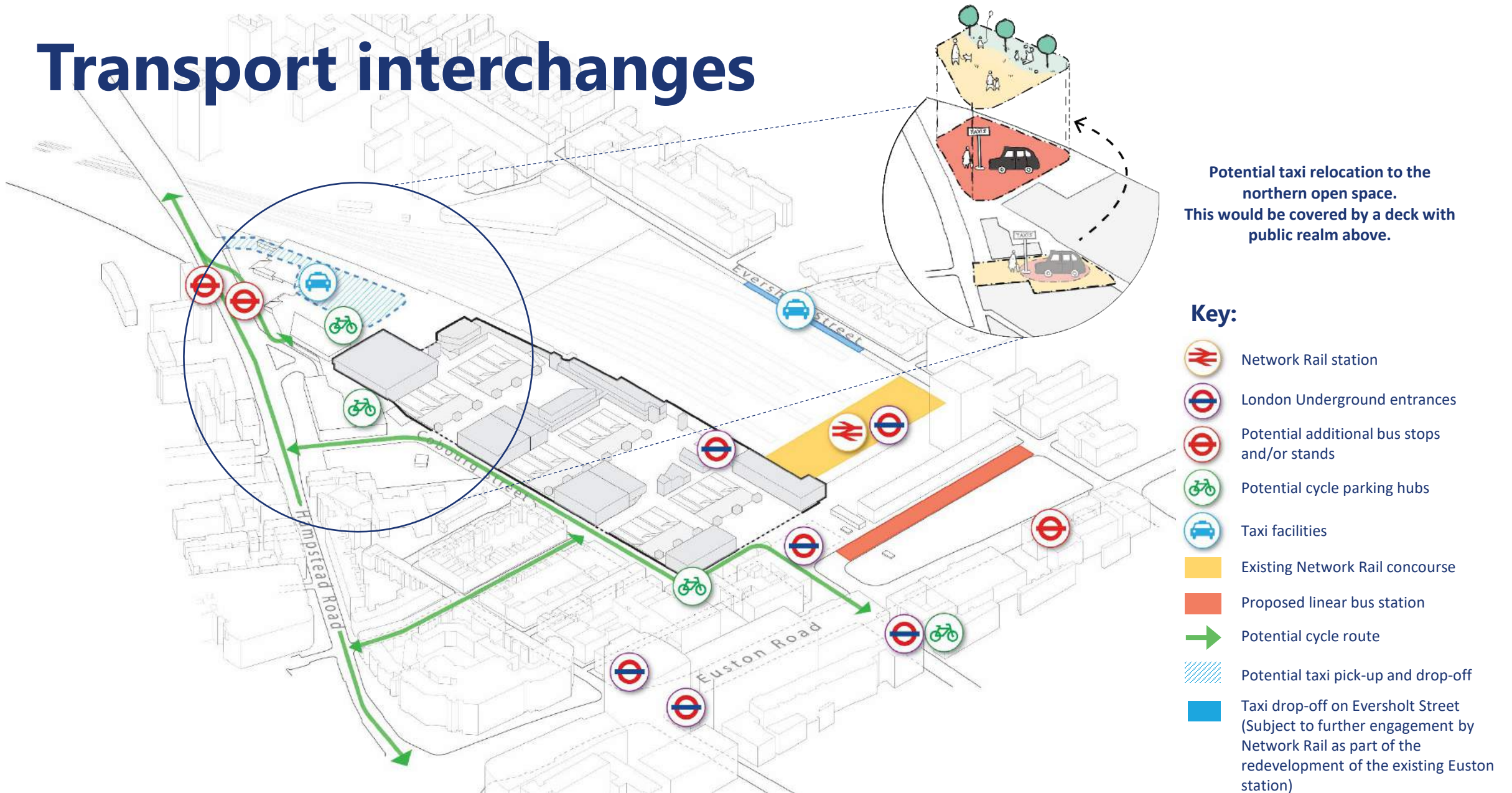
- Concerns were raised about the location of main taxi facility to the west of the HS2 station on Cobourg Street.
- The introduction of cycle parking 'hubs' rather than on-street cycle parking was generally supported.

Responding to feedback

- We are considering locating the permanent taxi drop-off and pick-up facility to the north of the HS2 station, covered by a deck with open space above, at a higher level.
- A number of cycle parking 'hubs' are proposed around the site, aligning better with HS2 station entrances to the north, west and south, as well as a new London Underground entrance on Gordon Street to the south of the station. The location of the main cycle hubs to the north would allow good connections onto Hampstead Road for onward journeys.
- We continue to work with Transport for London and other stakeholders on all of the transport proposals, including the linear bus station and the location of additional bus stops/stands.



Transport interchanges



Open space opportunity areas



Open space opportunity areas

Your feedback

- It was felt that the proposed location of the northern open space was too remote from the local community and open space should be provided as close as possible to the site of St James's Gardens.
- Active frontages were supported with a variety of uses.

Responding to feedback

- We continue to propose open space to the south of the station, to the north of the station entrance, and to the area north of Langdale. These improvements will include improvements to Euston Square Gardens.
- We are also considering whether there is an opportunity to provide open space closer to the site of St James's Gardens, if it proves feasible to locate the taxis to the area north of the station.
- Active uses at ground floor level are being considered as part of the station design development.



Open space opportunity areas

Open space north of
Langdale

Northern open
space

Western open
space

Southern open
space

Euston Square
Gardens

Key:



Mixed uses at ground floor



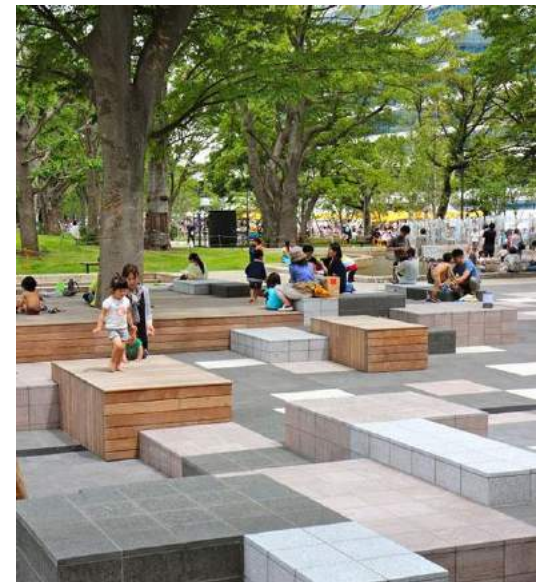
Open space opportunity area



Potential 'active' uses facing
outside station



Southern open space: suggested character



Northern open space: suggested character



Western open space: suggested character



Western open space: suggested character

