

## Euston Area Plan

# Draft Stage 2 Consultation Results and Analysis

## 1. Introduction

The Euston Area Plan (EAP) is being produced jointly by the London Borough of Camden, the Greater London Authority (GLA) and Transport for London (TfL) with technical support from High Speed 2 Ltd (HS2). It will take the form of an Area Action Plan and will provide a framework to guide development above the new Euston Station and in the surrounding area. The London Borough of Camden does not support the HS2 proposals, however should HS2 proceed, the framework will seek to minimise impacts on local residents and businesses and maximise future benefits for the local area through its status as a jointly produced planning document, and therefore has a valuable mitigation role.

A draft of the EAP was developed since the summer of 2012 and is based around background research, stakeholder discussions and shaped by ten objectives for the area which were published for consultation in November – December 2012 (Stage 1 Consultation).

The resulting draft EAP was published for consultation between 29<sup>th</sup> July and 7<sup>th</sup> October 2013. People were asked to comment on the document itself and complete a survey which asked people to assess whether they thought the key proposals for each area in the plan met with the EAP objectives, which were broadly supported in the first stage of consultation.

The draft EAP illustrations and minimum figures for homes and jobs were based on the new HS2 station scheme which reuses the existing Euston Station, and was included in the HS2 draft Environmental Statement consultation, May 2013. However the EAP set out principles to achieve a comprehensive development across both the HS2 and the existing station and highlighted where a different approach to station design based around lowering the platforms and tracks would better achieve plan objectives. Consultation responses have indicated a strong desire to make more explicit reference to the benefits and implications of different options for station redevelopment at Euston.

This report sets out the key findings from this second stage of consultation, the consultation strategy used and more detailed results in relation to the EAP area proposals. It recommends general conclusions in relation to the next stage of the plan development.

## Summary of findings

The Stage 2 consultation process included a range of consultations methods including a questionnaire survey, events and bespoke meetings. More details of the responses are given later in this report but a summary of the key findings from both the survey results and comments received is set out below:

- There was general support for the approach taken by the plan to the station area (i.e support for improvements to Euston Station) but there were caveats on the need to secure a comprehensive redevelopment of the station which the current HS2 plans on their own do not propose.
- Survey responses illustrated that the plan was on balance considered to have largely met its objectives.
- Consultation was robust and provided consistent responses across the consultation tools.
- All proposal areas, except North Euston Cutting were on balance considered to broadly meet the EAP objectives in the survey with West Somers Town and Euston Station and tracks considered most frequently by respondents as meeting plan objectives.

- 25 respondents to the survey expressed outright opposition to HS2 coming into Euston which was reflected in the overall results. People want more detail on the proposals in relation to the impact of HS2 should it go ahead.
- The general tenor of responses was that people wanted to see change to the Euston area but were keen for more information about what this may mean.

The comments and views that people expressed outside of the survey responses were an important part of the consultation. More than 500 individual comments were received during the consultation period which have been analysed and Appendix 1 summarises key issues and how the proposed plan responds to them in a table format.

The most frequently made comments from individual respondents (mainly local residents, businesses and frequent visitors to the area) are listed below:

- Outright opposition to HS2
- The EAP should show station design alternatives
- Opposition/ concerns regarding North Euston Cutting proposals
- Support for developing over the cutting/ extending cutting to provide open space/ housing
- Concerns regarding the impact of buses/ taxis on the local area
- Support for enhancing Euston Road
- Concern regarding loss of open space
- Concern regarding level of density proposed
- Need for more truly affordable housing
- Support for more housing
- Support for removing the blank façade of the station along Eversholt Street and the provision of an active frontages here

Key local stakeholders, including landowners and community groups provided comments on the draft plan and the key comments are below:

- Support from nearby research and higher education institutions for knowledge economy focus (UCL, Wellcome Trust, University of London and the Francis Crick Institute)
- Network Rail sought greater development capacity and more flexibility in approach to employment and retail uses
- HS2: various comments seeking clarifications to text on the potential impacts of HS2 and highlighting the need for appropriate evidence for mitigation references.
- English Heritage: various minor comments to ensure that heritage considerations including the setting of heritage assets is considered/ incorporated
- Euston Community Forum: various concerns around impacts on the local area and the need to consider alternative station design options
- Somers Town Neighbourhood Forum: concerns regarding EAP boundary and impacts on Somers Town

## 2. Euston Area Plan consultation approach and strategy

A consultation strategy has been devised to inform the development of the whole plan making process and is set out in more detail in the stage 1 consultation report. The approach is set out briefly here along with the key findings from the first stage of consultation in late 2012:

As part of Camden Council's approach to get the best deal for Camden's communities should HS2 go ahead, Camden's housing officers have been engaging with Regent's Park Estate residents on mitigation issues since February 2013. This has included a housing needs survey and consultation events around potential sites for replacement housing. The findings from this have informed the approach taken to accommodate new and replacement homes in the EAP. A summary of the findings can be found at appendix 5

### Purpose of the consultation on the EAP

The main aim of the consultation approach is to consult, engage and involve stakeholders, residents and businesses on the nature, scope and type of development that could arise from a redeveloped station at Euston whether HS2 goes ahead or not and given Camden Council's continued opposition to it. Two phases of key consultation activity were devised. The first sought people's views on the proposed objectives for the plan and the second asked people to comment on a draft of the EAP, bearing in mind these objectives. These consultation phases along with engagement with key stakeholders throughout the plan production process were designed to inform the content of the EAP.

### Consultation strategy principles:

In order to ensure that the consultation meets its purpose, the following consultation principles underpin the approach throughout the development of the plan:

- inclusive approach to developing the EAP
- Iterative engagement and consultation throughout the plan making process
- influence the decision making process
- Innovative and accessible
- Open and focussed

### Consultation strategy approach:

#### Stage 1

This took place on late 2012 and focused on the draft key objectives and vision for the EAP. It:

- informed local residents and businesses about the Euston Area Plan
- sought their views on the emerging vision and objectives for the area
- ascertained whether there are any other key issues that should be addressed in the Euston Area Plan.

#### Stage 2

Given the general support for the draft objectives, these provided the framework for the plan development. Having produced a draft version of the EAP, the main purpose of stage 2 was to:

- establish whether the draft plan met the objectives agreed in stage 1
- elicit views on the specific area proposals detailed in the draft plan

- collate comments on the draft to inform the submission draft of the EAP and
- investigate if the draft plan could be improved

The staged approach allowed for early consultation in the plan production process and ensured that support for and contributions to the development of the plan objectives and on-going involvement in the long term thinking was achieved. The significant advantage of this approach enabled the consultation to investigate whether the draft plan met the objectives and hence elicit detailed and relevant comments specifically in relation to the policies proposed. This is noteworthy given the complicated and often fast moving context of HS2.

### 3. Conclusions from stage 1 consultation

Stage 1 consultation conclusions were used to inform the development of the draft plan. The key implications are set out follows:

- Heritage was consistently raised as an important consideration. Explicit reference to the importance of reflecting the historic character will be added to the Plan Objectives. – historic character addressed in Area policies
- Housing and in particular affordable housing was the most frequently identified use that needs to be accommodated in the EAP area.- housing capacity outlined within context of current station design
- Open space and parks were considered as very important particularly to the north of the plan area- replacement open space provided and enhanced where possible Jobs and employment were considered to be the least important of the draft
- Objectives – potential number of jobs outlined with an emphasis on
- knowledge sector jobs
- Air pollution is an important concern for local people in relation to Euston Road generally but also the impact of buses and taxis-specific policy area related to Euston Road
- The new part of Euston should be of human scale and designed for pedestrians and cyclists - New green routes are suggested across the plan with priority given to area and pedestrian and cycling routes where possible
- There was a mixed view on whether the area to the north of Granby Terrace should be decked over, although consistent reference to the need to respect the historic character of the area and potential support for some additional open space here-decking over is included with an emphasis on new homes and associated external amenity space and replacement public open space
- Importance of addressing the issues of Euston Road was highlighted consistently – specific policy area relating to Euston Road which highlights north south connectivity Making the area more permeable, particularly in terms of east – west connectivity across the station- Improving permeability is reflected in all appropriate policy areas
- Importance of getting the design right, respecting local character- specific
- reference to historic street pattern and other important heritage assets reflected in the draft plan
- Lack of support for chain shops and large corporations – emphasis on support for local businesses and training. - specific policy area relating to Drummond street included plus the inclusion of meanwhile uses.

## 4. Stage 2 Consultation

### Methodology

Consultation material was designed to obtain both quantitative and qualitative responses to the draft plan which allowed for numerical analysis of whether respondents thought that the draft plan met the objectives plan to be enriched and enhanced by supplementary and separate comments submitted. The key purpose of this stage of consultation was to provide a significant evidence base to inform the proposed submission draft of the EAP.

The main consultation tool was a questionnaire survey which gave respondents the opportunity to assess whether they believed that the area proposals described in the draft EAP met the plan objectives by indicating yes, partially, no and unsure. It also gave respondents the opportunity to give comments on how the plan could be improved. A copy of the questionnaire is included in appendix 2 and the plan illustration shown below. The EAP website has been operational since the beginning of stage 1 and this remained a key point of contact for those interested in the EAP

A number of highly visible drop-in events were held across the plan area which provided the opportunity for people to have more in depth discussions with EAP team members, answer any questions they might have and give more detailed comments.

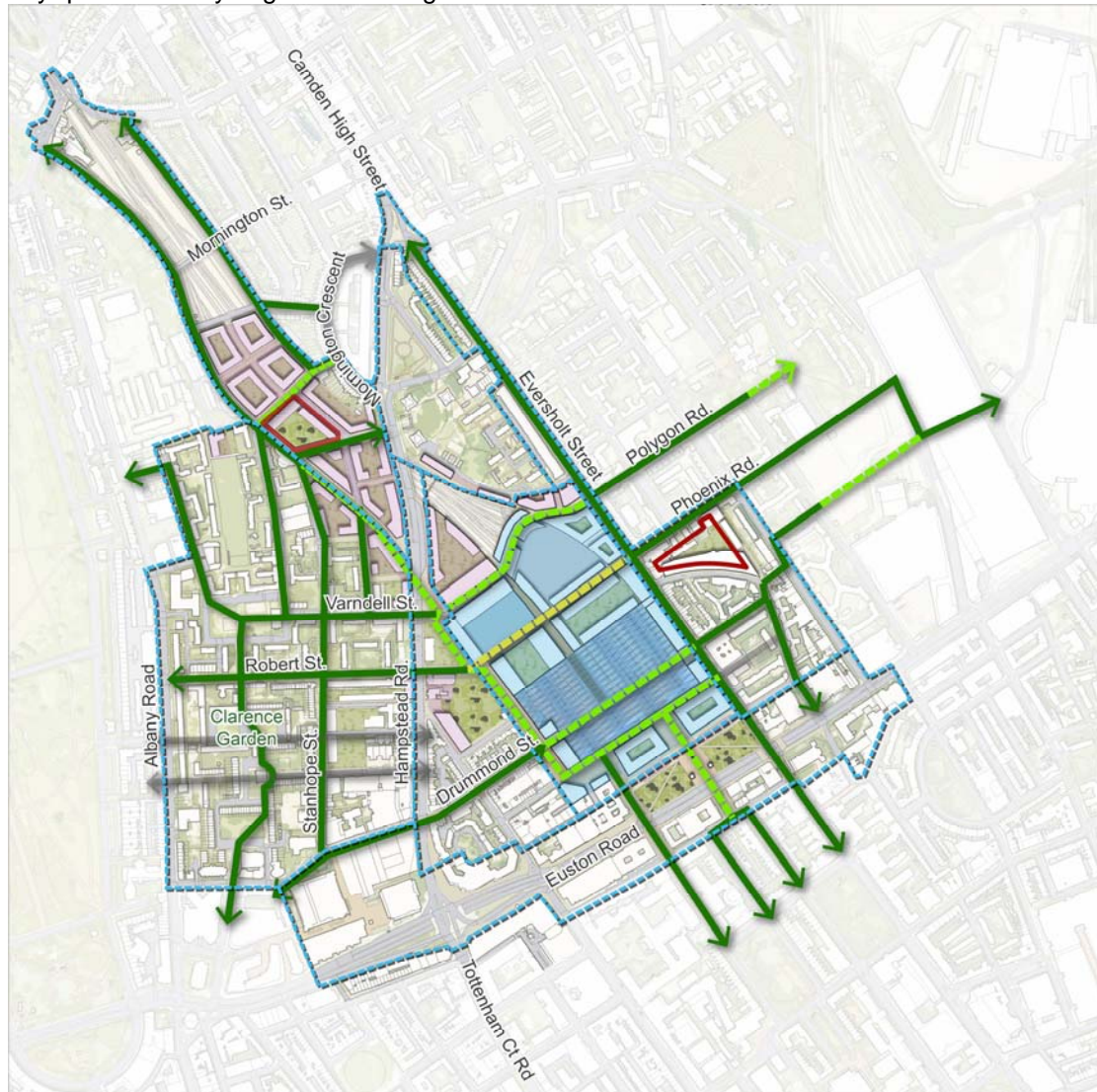


Figure 1: Consultation key proposals plan

## Stage 2 consultation statistics at a glance (full details in appendix 3)





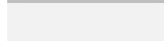
- The consultation ran from 29<sup>th</sup> July to 7<sup>th</sup> October 2013
- 7 public drop-in events held- 200 people attended
- 6 bespoke meetings held
- 5800 letters and questionnaires mailed out
- 600 additional leaflets handed out
- 1800 views to the website (68% new visitors)
- 80 surveys completed with 55 respondents providing additional comments
- 45 additional email responses received
- Out of the total of 125 responses 38 were representing stakeholders (community groups, businesses, organisations)
- A community workshop was held
- Over 500 points made over all

### Stage 2 Consultation results and analysis - What does the consultation show about the Draft Euston Area Plan?

Although quantitatively there is a small majority of respondents who thought that the draft plan met or partially met its objectives, this needs to be viewed alongside the comments received. The findings provide a significant evidence base to inform the next stage of the plan refinement.

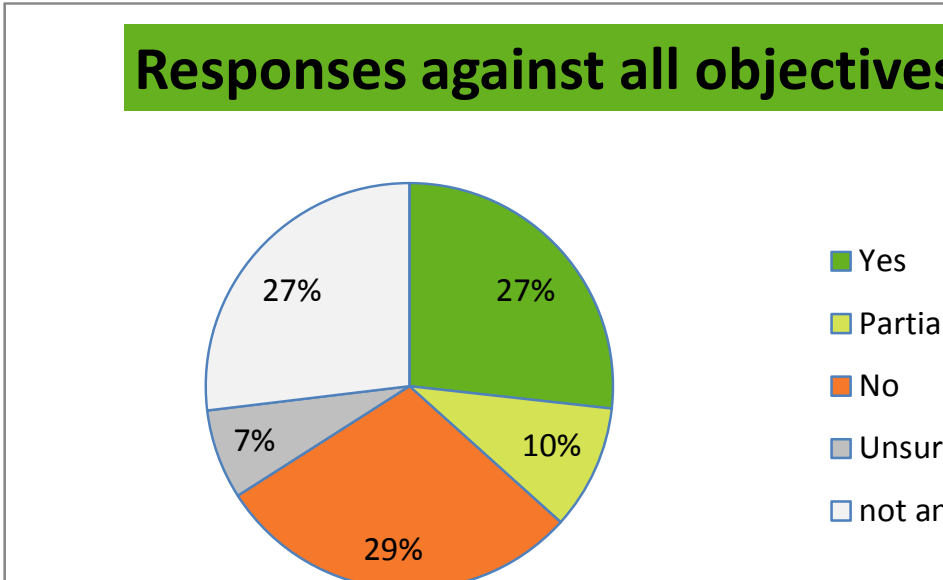
The following section sets out the analysis of the Stage 2 consultation results from the questionnaire (quantitative analysis) and comments received (the full results are in table 2 in Appendix 2. It outlines the views of respondents overall to the approach taken in the draft plan and then in relation to the specific area proposals.

The questionnaire asked respondents to rank the area proposals against the plan objectives. The following table shows how the results have been collated and presented:

	The majority of respondents thought that the proposals met the plan objectives
	The majority of respondents thought that the proposals partially met the plan objectives
	The majority of respondents thought that proposals did not meet the plan objectives
	Respondents who were unsure
	Respondents who did not answer

**Euston Area Plan Objectives: Does the plan overall meet its objectives?**

**Headline**  
 The majority of respondents thought the plan had met or partially met its objectives.



When all responses are collated the plan was considered to be largely meeting or partially meeting objectives with an even distribution of support across all objectives (see appendix 2). Only 7.4% of all respondents were unsure of whether the plan met its objectives or not.

Objective 7- Improving the environment along Euston Road received the most positive ratings at 41% and creating sustainable development the least at 33%.

**What did respondents say about the plan overall?**

**Draft EAP overall approach**

Within the context of the general support for the draft plan proposals, it should be noted that respondents raised some important issues about approach and these are summarised as follows:

- Euston Area Plan seeks to respond to the impacts of HS2, 25 respondents expressed written concerns about, or outright opposition to High Speed Two. Overall more people thought the plan proposals met or partially met the objectives even with these responses included in the analysis.
- Opposition to the current 'Option 8' HS2 design for Euston Station, and emphasis that the Euston Area Plan should not be predicated on Option 8 (new HS2 proposals) as this could indicate tacit support for this design option.
- EAP should be flexible to allow for a range of station configurations, given that the station design is not yet fixed.

**What was said about the draft EAP overall approach?**

*'My main concern is that the plan assumes that HS2 will happen. Surely there should be a Plan A and a Plan B, one with HS2 and one without.'* (Resident)

*'The Forum urges LBC, GLA and TFL to take as their starting point what would be wonderful for Euston and the area – a magnificent new station to make us all proud – and work for the benefit of the community from that premise'* (Euston Community Forum)

**Draft EAP Land Use Strategy**

The plan sets out policies in relation to land uses across the plan area. In addition to the detailed area related comments in later sections, the important issues raised about the plan's approach to its land use strategy are summarised as follows:

**Housing, density and open space**

- Support for new affordable homes including social housing but balanced with concern about potential density of development
- Potential lack of open space and supporting facilities, including community and education, with the increase in the number of homes
- Key institutions highlighted the need for supported housing provision
- There was some concern expressed regarding density of development and 'cramming' with lack of open space and supporting facilities.
- 13 respondents raised open space as an issue, either in terms of loss of open space resulting from the creation of new homes, or the need for more such space to support growth.
- 9 respondents expressed wider concern regarding the level of density that would result from the Euston Area Plan in what they already saw as a built up area.

However, other respondents raised the desperate need for more affordable housing, with 10 people highlighting a need for more social housing. 8 further respondents expressed supporting for the provision of more housing, with two stating that the EAP should be more bold in regenerating the area.

The Institutions highlighted the link between employment uses and the need for supporting housing provision, and UCL and the University of London also promoted provision for student housing as part of development.

Respondents highlighted the needed to ensure sufficient community facilities provision to support housing growth, and Westminster Kingsway College suggested additional reference to further education in relation to social infrastructure.

**Design and heritage**

- General support for the approach taken in the draft EAP and suggested an assessment of impacts of tall buildings on views, including from neighbouring boroughs/ views from Regent's Park.
- Ensure that heritage considerations including the setting of heritage assets is considered/ incorporated
- Need something else here – improve design of Euston station

**Economy and retail**

- Supported provision for small and independent businesses and the employment access for local people.
- More to support could be given to local shops and businesses.



- Strong support for the focus on knowledge based, science and creative industries at Euston from key institutions
- Network Rail commented that there should be more flexibility and that the limit on retail provision at Euston should be removed, as the station site has retail potential both in connection with passenger use and its wider role as a commercial location.

**Transport and connectivity**

- The potential impact of bus and taxi movements on the local area, in particular taxi movements to the west of Euston Station.
- The need to improve the pedestrian environment in the area and expressed support for new east-west routes through the area, including across the station site.
- Specific concerns were raised around the implications of enhanced connectivity in Somers Town and Regent’s Park Estate.

**Environment**

- Air quality issues in the area were raised, with concerns that heavy traffic along Euston Road./ Hampstead Road is impacting significantly on the health of local communities.
- However, Network Rail requested more flexibility around the hours of operation of the proposed ultra low emissions zone and the draft requirements around freight.- move to station
- Network Rail also questioned the feasibility of providing an energy centre on the Euston Station site due to constraints associated with essential rail infrastructure (including platforms and tracks).- move to station.
- Thames Water suggested additional policy text to address the need for sufficient water supply and wastewater infrastructure

**What was said about the Draft EAP Land Use Strategy?**

*‘... the proposals will enhance the area to the best ability of the buildings and areas - we need to enhance our rail services and this area needs regenerating.’ (Resident)*

*The future of local distribution services could benefit from a local hub warehouse distribution centre especially if rail re-energised palletated freight into the station (Resident)*

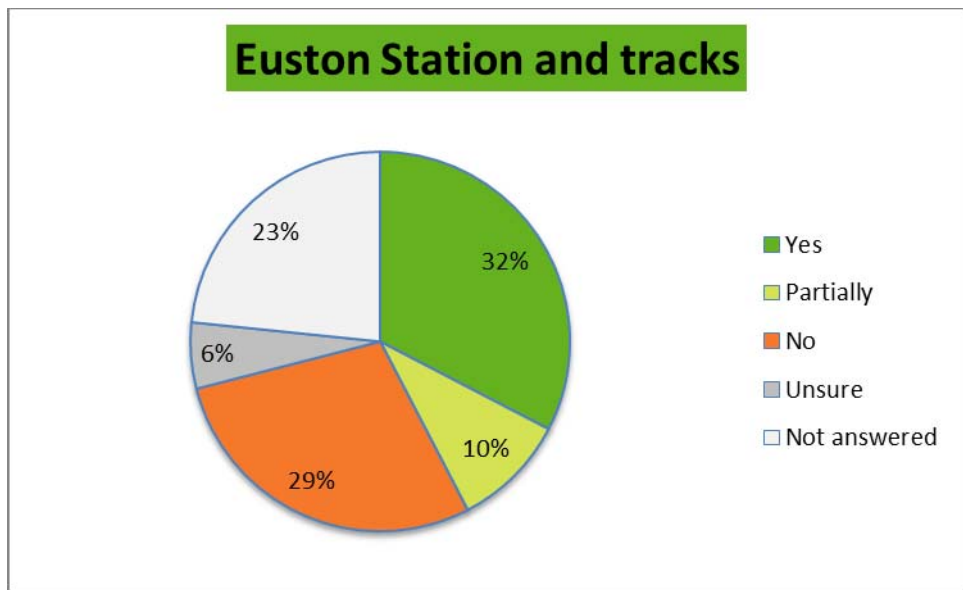
**Area based policies: what did the respondents about whether the area based proposals meet the plan objectives?**

The draft plan sets out specific proposals in relation to seven sub areas. This section sets out the responses to the area proposals and includes key stakeholder comments.

**Headline**  
 Apart from North Euston Cutting, the area proposals were largely considered to meet or partially meet EAP objectives with proposals for Euston station and tracks and West Somers Town considered most frequently as meeting objectives.

**Euston Station and tracks**

This area covers the station and tracks and proposes a mix of uses, at least 7, 200 jobs. 1,000 new homes with a knowledge and creative use focus.



Those who responded more frequently felt that these area proposals met or partially met all objectives than for any other area. There was general support for change, improving and redeveloping Euston Station, introducing more active frontages and more east-west links across the site, although HS2 Ltd and Network Rail highlighted the potential constraints associated with achieving these aims. Camden Town Unlimited commented that Euston Station redevelopment should enhance connections to the north.

A number of respondents expressed specific support for introducing active frontages along Eversholt Street, in place of the existing blank station wall, and for improvements to area in front of the station. Nine respondents expresses concern regarding the potential impact of bus and taxi movements on the local area, in particular taxi movements to the west of Euston Station.

Network Rail commented that there is more potential for tall buildings than is allowed for in the EAP, and that the Plan should increase development capacity on the station site, taking into account HS2 Ltd's development options study which looks at the capacity for development above the station and tracks. It also suggested that there should be more flexibility in approach to employment and retail uses.

18 respondents expressed a preference for alternative, comprehensive station designs, with some supporting the 'baseline' station design (lowering of all platforms to below ground level) and some supporting options based on the retention of the existing footprint ('double deck

down' option or no HS2). The Euston Community Forum, Frank Dobson MP and Camden Town Unlimited were among those promoting the inclusion of alternative station designs as part of the final EAP.

**What was said about the Euston station and tracks?**

*'The present Euston Station is a blot on the landscape, particularly hideous from the side views. The opportunity needs to be taken to remove this 1960's awfulness' (Resident)*

*'This area should be our rail flagship' (Resident)*

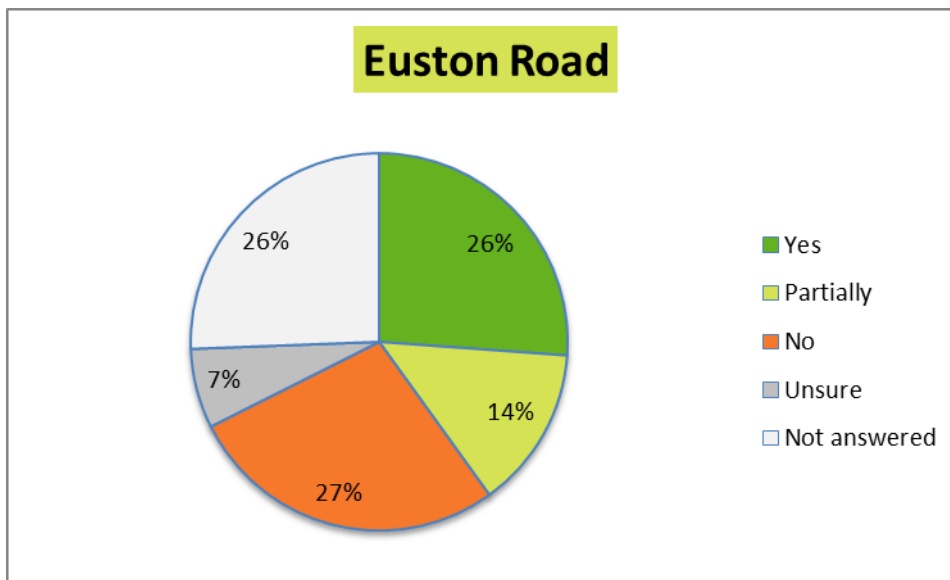
*"The findings of the [HS2 Ltd over site development] study support the vision set out for a unified Euston Station, which seeks a comprehensive approach to its development. Significant regeneration potential has been identified and the opportunity exists to create a truly transformative scheme." (Network Rail)*

*"Euston Station needs the tracks underground so people can walk over the top otherwise the east and western sides will remain divided and unconnected" (resident)*

*"Upper walk way good... Walkway with no steps just flat so people leaving with heavy luggage can pull them... The key is what happens at Euston. If you can secure a redevelopment of the station which permits crossing over the tracks, there may be even more scope to re-open historic routes across the area" (Resident)*

**Euston Road**

This area includes the improvement of crossing and environment options to improve bus services and accommodate taxis



The area policies for Euston Road were believed to meet or partially meet the objectives more frequently by respondents particularly in relation to objective 7- improving the environment along Euston Road, objective 9- enhancing public transport and objective 10 – planning for future public transport.

Although the approach taken to improve the environment along Euston Road was generally supported, air quality issues in the area were raised, with concerns that heavy traffic along Euston Road. / Hampstead Road impacting significantly on the health of local communities. A number of respondents highlighted the need for improvements to connections across Euston Road, citing a poor environment and air quality issues as well as inadequate crossing arrangements.

**What was said about Euston Road?**

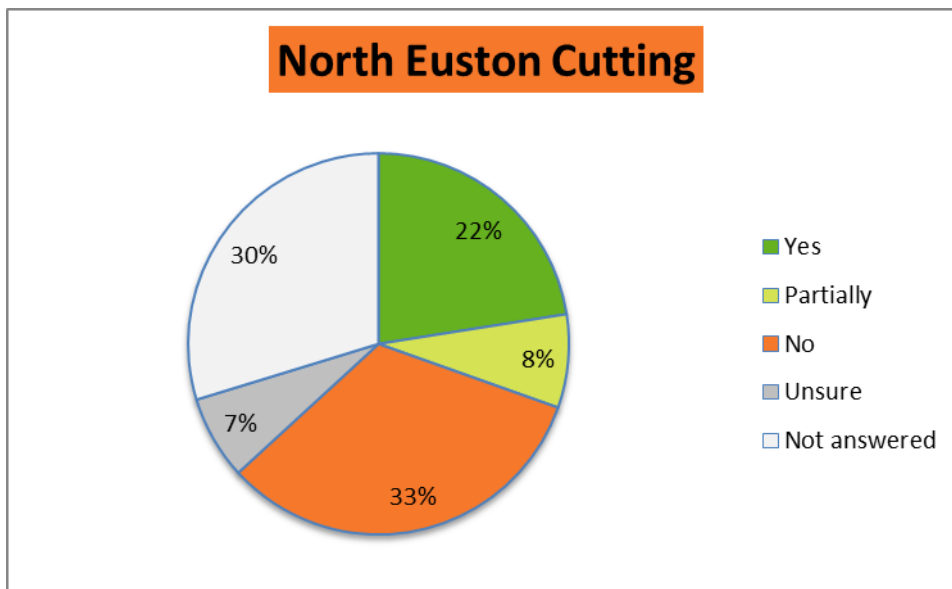
*'Euston Square Gardens should be improved and made bigger. The bus station should be moved to Euston Road and use the station space for a small park or more greenery' (Local Resident)*

*"Euston Square Gardens should be improved and make bigger. In Central London we need more green spaces to chill out and breathe. The bus station should be moved to Euston Road and use the station space for a small park or more greenery" (Local resident)*

*"The bus station should move to Euston Road and use the station space for a small park or more green"*

**North Euston cutting**

The proposals include decking over the cutting north of the station site to provide at least 1,400 new homes, open space, schools and community facilities



This was the only area where more respondents felt that the proposals did not meet the plan objectives overall with only objectives 5 and 10 gaining overall support

15 respondents expressed concerns regarding the proposed new housing on the North Euston Cutting. Concerns centred around the proposed height/ density of the housing, and consequent impacts on surrounding heritage assets and the feeling of openness and light currently enjoyed by neighbouring residents. Respondents that expressed concerns regarding the North Euston Cutting included Camden Cutting Group, Regent's Park Conservation Area Advisory Committee and the Euston Community Forum.

Although there was opposition to the proposals for this area, this related primarily to the proposed density and uses on the deck. The North Euston Cutting proposals also received support from other respondents, with some suggesting extending the cutting further to provide additional open space and/ or housing.

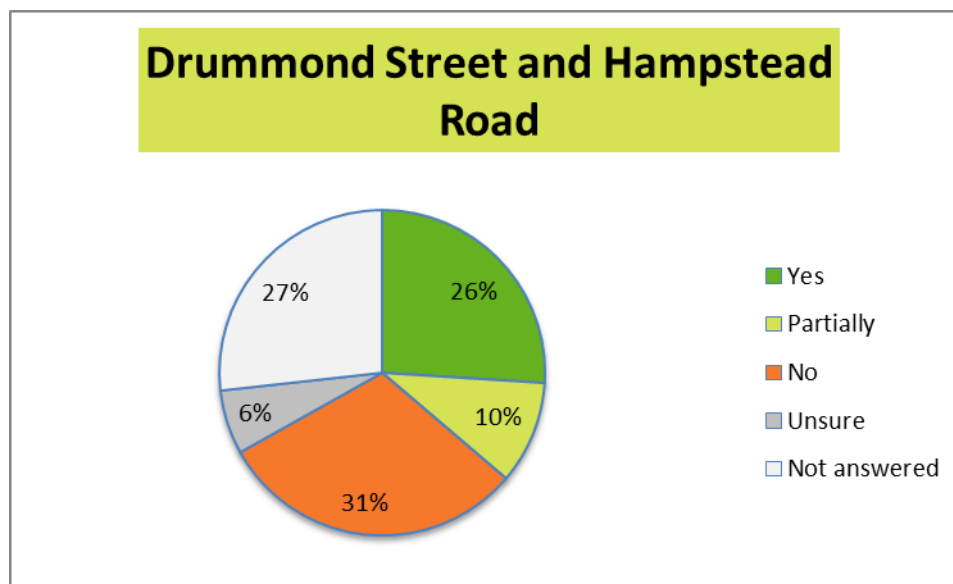
**What was said about North Euston Cutting?**

*‘The North Euston cutting should be extended up to Mornington Street, this would double the space and give more housing, also a local park could be put there for the new housing and the Camden Town community’ (Local Resident)*

*“The plan to build so much new housing will destroy the character and nature of the historic area. The area could be used for a greener park...at the very least much lower density of housing please.” (Local Resident)*

**Drummond Street and Hampstead Road**

The proposals include enhancing the existing character of the area and encouraging temporary uses.



Overall respondents more frequently felt that the proposed policies for this area met or partially met plan objectives. The proposals were not thought to meet Objectives 4 and 6 as often.

A number of respondents expressed concern regarding the impact of HS2 on the Drummond Street area, often in relation to whether Drummond Street would remain viable if HS2 should go ahead. There was support for the draft EAP emphasis on protecting the special character of Drummond Street. Specific concerns were raised regarding the potential impact of taxi provision to the west of Euston Station, which could disconnect the street from the station and the impact on passing trade should Drummond Street become pedestrian only.(CHECK) One respondent suggested that references to ‘vibrancy’ should be removed and additional drink-led establishments should be avoided, whilst the emphasis on protecting small shop units may not reflect the retail character of the area.

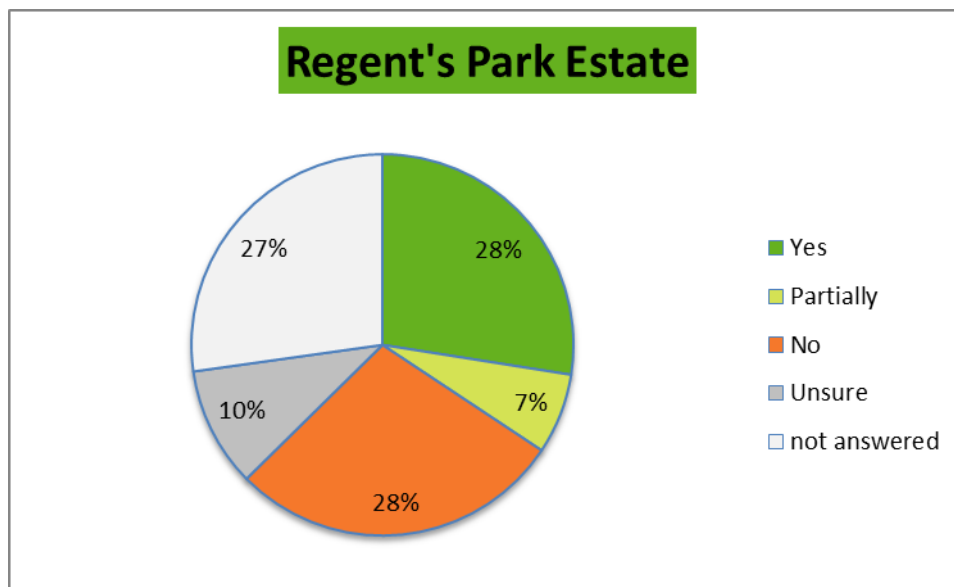
The need to enhance the environment along Hampstead Road and address air quality issues was also raised.

**What was said about Drummond Street and Hampstead Road?**

'please don't get rid of all the lovely INDIAN RESTAURANTS in DRUMMOND ST' (local resident)

**Regent's Park Estate**

The proposals set out the potential for new and replacement housing (to mitigate potential HS2 impacts and improved links and open spaces



Overall respondents felt that proposals for Regent's Park Estate met or partially met the plan's objectives particularly in relation to objectives 1, 4 and 9.

Two residents commented that the creation of new road links/ traffic would affect the quiet feel of the estate, but also highlighted the need to enhance the pedestrian environment.

A number of respondents, in particular some residents that attended consultation drop-in sessions, emphasised the dense nature of the area and the potential impacts of additional housing in terms of open space provision and additional density in the estate.

The lack of detail in relation to potential new infill homes on the estate was commented on. Possible additional replacement housing sites suggested in the consultation were the church at the back of Albany Street, the police station site, and Dick Collins Hall. This was confirmed through the separate LBC Housing consultation on the potential for infill sites in the Regents Park Estate.

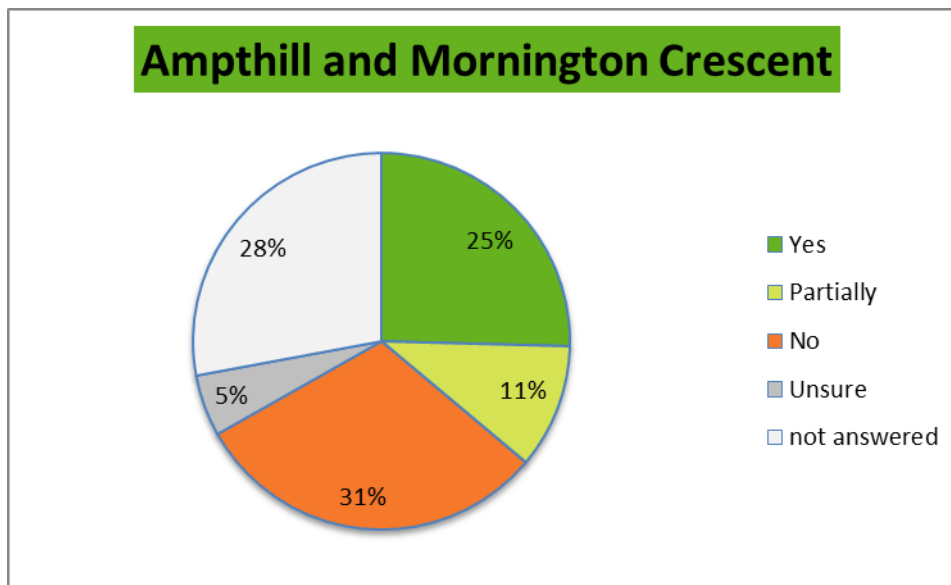
**What was said about Regent's Park Estate?**

*'I appreciate the need for change but as a resident on the Regents Park estate I am very concerned about people losing their homes and not being rehoused in the area.'* (Local resident)

*'EAP plans to house those displaced by HS2 by infilling existing estates – thereby increasing the density of housing in the same area to the detriment of all living there – cannot be the only solution for those who will lose their homes and communities due to HS2.'* (Local resident)

### Ampt Hill and Mornington Crescent

The proposals outlined the potential for new homes, improved links and open spaces



The area policies were generally thought to meet or partially meet all the plan objectives

There was support for the introduction of active frontages on the west side of Euston Station (in the place of the existing blank station wall), although HS2 Ltd and Network Rail highlighted the potential constraints associated with achieving these aims.

Concerns regarding possible impacts of bus standing to the north-eastern corner of the Euston Station site on residents and pedestrians were also raised.

#### What was said about Ampt Hill and Mornington Crescent?

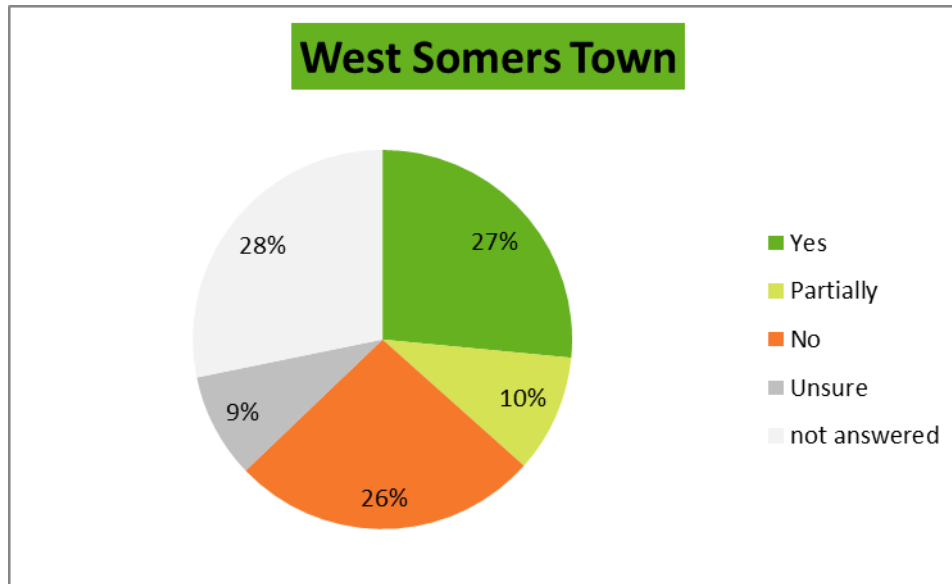
*'From the point of view of Ampt Hill residents, it is vitally important that any plan for the Euston environs does not compromise security on the estate'* (local resident)

*"By building more residential homes this little green space would be non-existent. Many families don't have the money to take their children away and this is their only source of greenery"* (Local resident)

*Ampt Hill estate has just spent the last 5 years being improved and I think it's OK except that we no longer have our quick and easy way into Euston Station with no steps to go up* (local resident)

## West Somers Town

The proposals included the relocated and consolidated Maria Fidelis Secondary school and some potential for renewal and intensification of housing



More respondents overall indicated they felt policies relating to West Somers Town met or partially met plans objectives. After the Euston Station and tracks area these area proposals were most frequently considered as meeting or partially meeting plan objectives.

There was support for the introduction of active frontages on the west side of Euston Station (in the place of the existing blank station wall), although HS2 Ltd and Network Rail highlighted the potential constraints associated with achieving these aims.

The Ossulston Tenants and Residents Association and Somers Town Neighbourhood Forum commented that connectivity between Euston Station and St Pancras International could impact on the quality of life of residents along these routes.

The Somers Town Neighbourhood Planning Forum expressed concerns that West Somers Town was included in the EAP area. However, they also commented that the draft EAP does not consider impacts of HS2 on Somers Town, including the cumulative impacts of growth and change in the Somers Town area.

The Forum also expressed a desire to support Chalton Street market, and promote additional food and drink uses (use class A3/A4, but not use class A5 takeaway).

### What was said about West Somers Town?

*'Enliven frontage along Eversholt Street. Make it lighter. Make best use of existing wall etc like St Pancras arches. ... plenty of lights- the wall along the station is DARK and depressing' (local resident)*

*"We think the EAP should address privacy in design along the front of existing estates fronting on to Phoenix Road as part of public realm improvements" (Somers Town Neighborhood Planning Forum)*

*"Possible retail units along Eversholt Street: this is an excellent suggestion with possible access through retail units into station concourse." (Local resident)*

*We welcome the suggestion to reinstate the historic street pattern for Lancing Street and Churchway (St. Pancras Church)*



## Conclusions

The next stage of the plan development is the preparation of the submission draft. The findings from Stage 2 of the consultation which will inform this development are summarised as follows:

- In general people were not opposed to improvements in the Euston area, particularly around the station, but respondents wanted more details about the implications if HS2 should proceed
- The inclusion of only one illustrative masterplan showing the application of plan principles to the current HS2 station design was not supported by a significant number of groups and individuals, despite text providing more flexibility on station design. More options, including no HS2 should be illustrated to ensure the plan is flexible and understood more readily.
- Density and scale of development remains a concern, particularly on the North Euston cutting and by a few respondents around the station.
- Conversely there was a desire from a number of landowners and stakeholders to maximise the potential for new homes and jobs above the station and tracks – which has implications for density.
- A general desire from the community to maximise the provision of truly affordable housing and open space.
- Desire to see the potential infill sites for replacement housing identified through Camden Council's liaison with residents shown in the EAP.
- Support for better east-west and north-south routes within and around the station particularly, but need to balance this with safety and amenity of existing communities.
- Support from a number of landowners and stakeholders including Wellcome Trust, UCL, Camden Town Unlimited, the Francis Crick Institute and University of London for knowledge and creative uses and the desire for comprehensive redevelopment of the station.
- In order for a better understanding of the scope of the EAP, deliverability and viability options in relation to density need to be set out more clearly.
- Air quality is still a concern although the proposals to improve the environment were well received.

Overall the consultation strategy approach which allowed for early consultation in the plan production process has ensured that the consultation results are consistent, relevant, appropriate and material to the plan development process.

## **Appendices**

1. Questionnaire results - Quantitative analysis
2. Summary of comments, EAP response & changes
3. Copy of questionnaire
4. List of organisations
5. Regents Park Estate Replacement Housing Consultation Summary

## Appendix 1 – Questionnaire responses – quantitative analysis

Table 1 – Questionnaire responses to area proposals by objectives

### Euston station and tracks

	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	26	29	25	32	25	21	25	22	29	27	261
Partially	7	6	9	5	9	10	8	8	9	7	78
No	23	25	20	22	22	25	22	24	22	24	229
Unsure	4	3	7	2	6	7	4	6	2	4	45
Not answered	20	17	19	19	18	17	21	20	18	18	187

### Euston Road

	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	20	23	18	0	17	17	25	22	24	22	188
Partially	13	7	9	0	12	12	12	13	10	12	100
No	21	25	26	0	23	24	19	23	21	16	198
Unsure	6	3	6	0	6	7	6	3	4	8	49
Not answered	20	21	21	0	22	20	18	19	21	22	184

### North Euston Cutting

	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	22	18	18	22	18	14	0	15	17	18	162
Partially	3	4	5	4	9	8	0	10	8	6	57
No	28	27	29	27	21	28	0	27	26	23	236
Unsure	5	8	4	2	9	8	0	4	4	7	51
Not answered	22	23	24	25	23	22	0	24	25	26	214

### Question 4 - Drummond Street and Hampstead Road

	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	24	22	23	17	25	18	21	20	19	19	208
Partially	5	9	7	8	10	7	7	10	9	10	82
No	25	27	24	26	20	28	25	25	24	21	245
Unsure	8	3	5	5	6	6	5	3	4	6	51
Not answered	18	19	21	24	19	21	22	22	24	24	214

### Regent's Park Estate

	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	22	24	19	23	24	21	0	23	22	20	198
Partially	7	4	7	3	6	5	0	5	6	6	49
No	21	26	22	22	24	24	0	25	19	21	204
Unsure	10	5	10	10	6	11	0	5	7	9	73
Not answered	20	21	22	22	20	19	0	22	26	24	196

### Amphill and Mornington Crescent

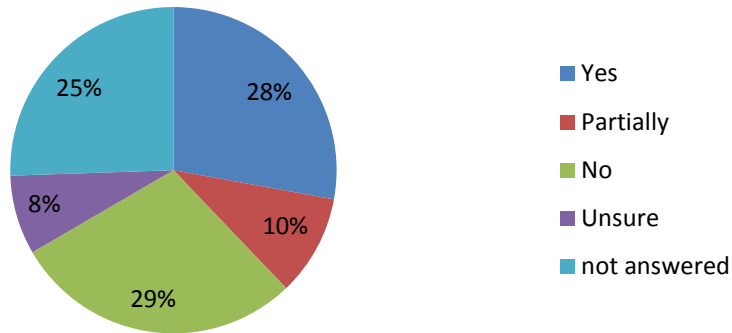
	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	20	22	20	19	22	18	0	20	20	22	183
Partially	11	6	8	7	8	8	0	9	11	9	77
No	23	27	25	26	25	26	0	25	22	22	221
Unsure	4	4	4	5	3	6	0	4	4	4	38
Not answered	22	21	23	23	22	22	0	22	23	23	201

### West Somers Town

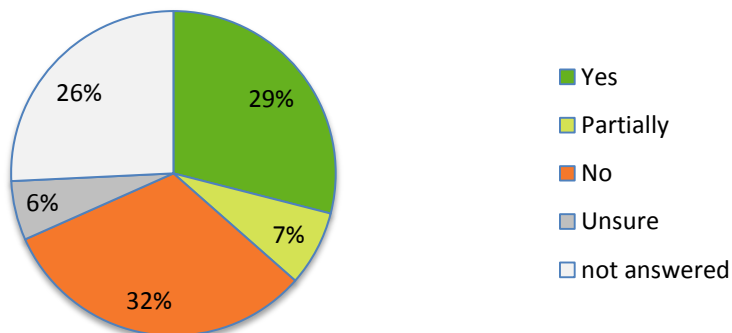
	OB1	OB2	OB3	OB4	OB5	OB6	OB7	OB8	OB9	OB10	TOTAL
Yes	22	24	19	19	22	21	0	21	21	21	190
Partially	10	6	8	7	8	7	0	8	9	9	72
No	20	21	23	22	20	22	0	22	20	18	188
Unsure	7	7	5	8	6	9	0	6	7	9	64
Not answered	21	22	25	24	20	21	0	23	23	23	202

Table 2- Questionnaire responses by plan objectives

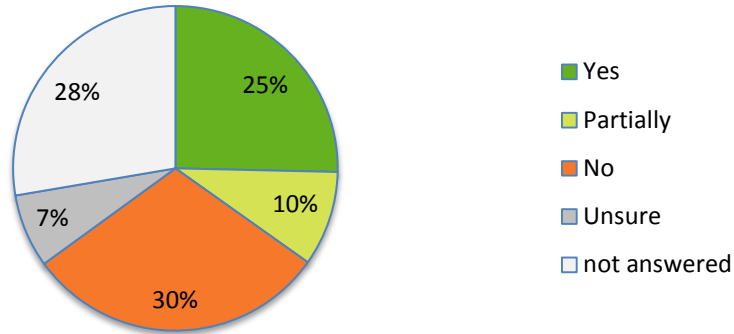
### Objective 1 - Prioritising local people's needs



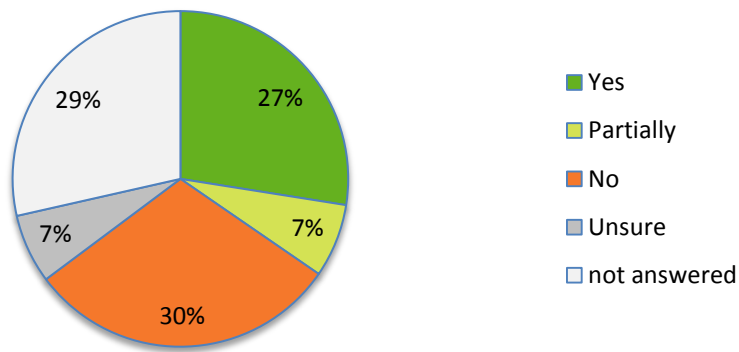
### Objective 2 - Securing excellent design



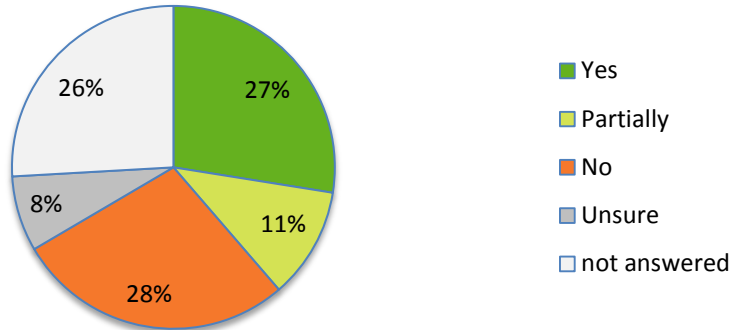
### Objective 3 - Making the best use of space above the station and tracks



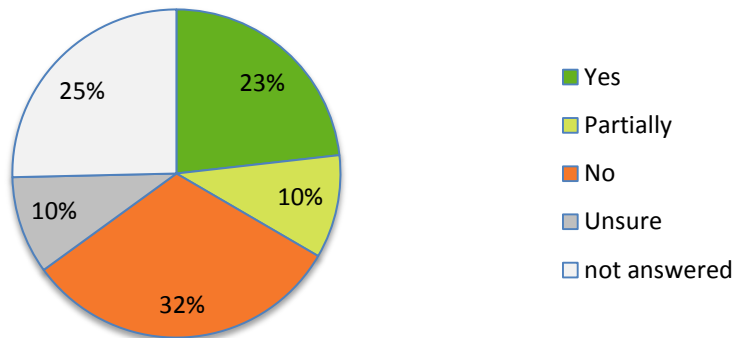
### Objective 4 - New streets above the station and tracks



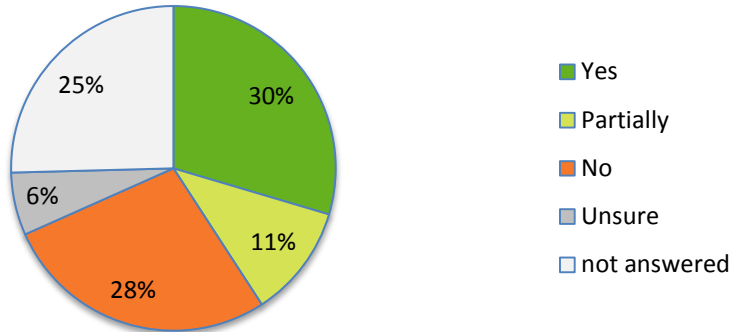
## Objective 5 - Boosting the local economy



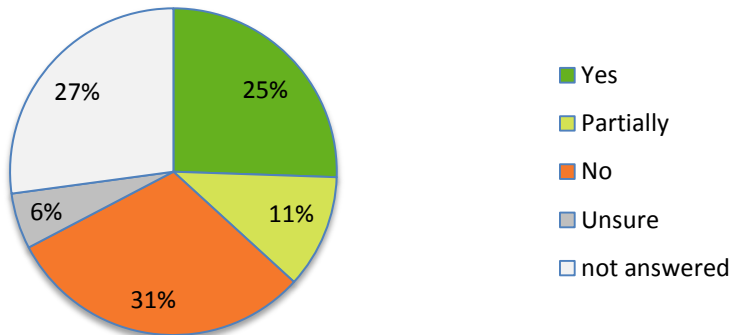
## Objective 6 - Creating sustainable development



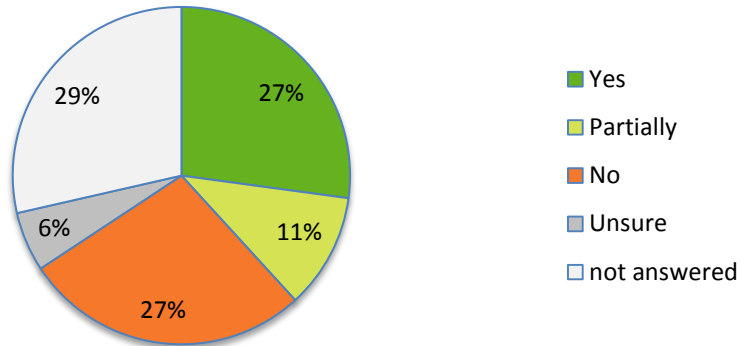
## Objective 7 - Improving the environment along Euston Road



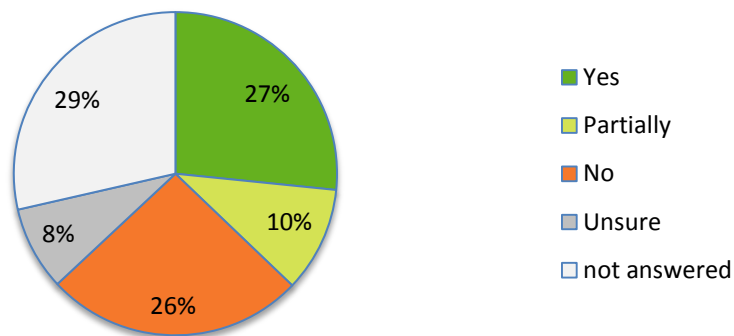
## Objective 8 - Promoting sustainable travel



## Objective 9 - Enhancing existing public transport



## Objective 10- Planning for future transport





## Appendix 2 – Summary of consultation comments, EAP response and suggested changes

### Consultation on the Draft Euston Area Plan (EAP)

The table below summarises key comments raised during the consultation period on the draft Euston Area Plan and the EAP response and suggested changes where appropriate.

Plan reference	Summary of comments	EAP response and suggested change
<ul style="list-style-type: none"> <li>- Part 1.1 Plan Context</li> <li>- Part 1.3 Purpose</li> <li>- Strategic Principle EAP 2 - Design</li> <li>- Development Principle EAP1 – Euston Station and tracks</li> </ul>	Concerns from a number of community groups, including the Euston Community Forum that the plan should show a number of options for station redevelopment, not just the current HS2 proposals.	<p>The draft plan contained policies and design principles which should be applied to any future station redevelopment, however text in these sections has been amended to ensure it is clear that the plan is designed to respond to a variety of station design options.</p> <p>Images relating to station design throughout the document have also been updated to clearly illustrate key principles that can be applied to any station redevelopment, with additional illustrative masterplan insets showing how these principles could be implemented with different station design options. A comprehensive sub surface station design would best meet the EAP objectives if capable of delivery.</p>
Part 1.1 Plan Context	The regeneration potential of the Euston area and station in particular was not considered to have been highlighted adequately in the plan context text.	An additional reference to the regeneration potential of a redeveloped station added to text.
Part 2.4 Key issues	Certainty and evidence of impacts arising from HS2 on the economy, businesses, retail and local infrastructure are not confirmed/ appropriately evidenced, therefore wording should reflect this uncertainty.	Text is drafted to highlight the challenges the area could face resulting from the construction of the HS2 project. However, as impacts are not yet confirmed, language has been slightly amended where appropriate to reflect this uncertainty.
Part 2.4 Key issues	Text should recognise station usage will grow	Text has been slightly amended to reflect the existing transport

Plan reference	Summary of comments	EAP response and suggested change
	substantially regardless of HS2.	pressures and general growth in the use of Euston Station as well as additional passenger numbers associated with HS2 will create a need for significant infrastructure enhancements to enable the onward movement of passengers.
Part 3.0 – Development strategy - introduction	Concerns from a number of community groups, including the Euston Community Forum that the plan should show a number of options for station redevelopment, not just the current HS2 proposals. The Somers Town Neighbourhood Forum commented that the EAP may be premature if we do not know the eventual station design yet.	<p>The EAP will be designed to be flexible to respond to a range of station design scenarios, whilst seeking to influence station design for the benefit of the area.</p> <p>The introductory text to the development strategy has been amended to clearly set out three main options for station design:</p> <ol style="list-style-type: none"> <li>1: Sub surface comprehensive station redevelopment</li> <li>2: New high speed terminus alongside existing station</li> <li>3: Redevelopment on existing station footprint</li> </ol> <p>This sets the context for the principles set out in the section 4.1 on Euston Station and tracks. It also highlights how a sub surface comprehensive development would better deliver against EAP objectives.</p>
Part 3.2 Strategic Principle EAP 1 - Land use	Concerns from community groups on the need for more homes, affordability of housing and the mix of housing proposed.	Strategic Principle EAP 1 has been amended with additional text to further emphasis the priority for affordable housing and the need to seek types which are appropriate in the context of the high house prices and market rents in the area, reflecting the wording of the Fitzrovia Area Action Plan which has been agreed with the GLA through the AAP examination process. Text has also been added to state that a mix of unit sizes will be sought and need for family housing in the borough– this is in line with Camden and London Plan policies.
Strategic Principle EAP 1 - Land use	Concerns from local education and research institutions regarding access to affordable housing for staff and the need for student accommodation in the area.	Amendments made to clarify that a proportion of student housing may be appropriate as part of the overall additional housing range set out in Strategic Principle EAP 1, however at least 75% of the housing provided should be as permanent self contained housing (use class C3) as this is the Council's

Plan reference	Summary of comments	EAP response and suggested change
Strategic Principles EAP 1, 2, 4	Concerns from community groups on the density of housing development in the plan area	<p>priority land use, and there is a need to retain balanced and mixed communities in line with Camden's Core Strategy policy CS6.</p> <p>The density of housing and commercial development stated in the plan is considered appropriate in this highly accessible central London location (public transport accessibility level 6 on average) and is in line with the London Plan Sustainable Residential Quality densities (London Plan 2011, Policy 3.4 and table 3.2). The number of homes and jobs that are capable of being accommodated in the area will be dependent upon the station design progressed, and an appropriate ranges for these is set out in Strategic Principle EAP 1 and in the relevant Place Development Principles of the EAP. The highest levels of development are likely to be capable of delivery in association with a sub surface comprehensive station design.</p>
Strategic Principles EAP 1, 2, 4	Concerns from community groups on the use of roof gardens and balconies as a means of meeting open space requirements.	<p>In this central location, and with the constraints involved in station redevelopment and decking over tracks, the overall approach to open space provision is considered appropriate. However, concerns regarding open space are recognised, and given these concerns and the additional development potential identified for the area, the EAP now provides a stronger emphasis on securing additional open space on the northern half of North Euston Cutting, subject to viability/ funding availability (see Sections 4.1 and 4.3).</p> <p>Additional emphasis has also been placed on the provision of local open spaces on vacant/ underused land on Regent's Park Estate in order to meet open space needs generated by development.</p> <p>The plan also seeks to improve access to and quality of existing open space in a number of policies, in recognition of the important role of open space in meeting community needs.</p>

Plan reference	Summary of comments	EAP response and suggested change
Strategic Principle EAP 1 - Land use	Key stakeholders, including University College London, the Wellcome Trust, Francis Crick Institute and the University of London supported priority for knowledge based, science and creative industries as part of the overall employment floorspace capacity. Conversely land owners such as Network Rail supported the aspiration to support these uses but expressed concern on proposing 30% of the total employment floorspace.	The EAP Economic Vision report (GVA/Aecom, 2013) prepared to support the EAP indicates that around 50,000 sqm of knowledge based, science and creative sector uses (30% of the potential new floorspace indicated in this document) should be pursued as an aspiration, in order to establish meaningful cluster of such uses. Planning applications will be assessed against the 30% proportion and wider viability and delivery issues as appropriate, therefore no changes are suggested. Supporting text in Section 3.2 has been amended to explain the reasoning behind the quantum of knowledge based uses sought, and to state that Camden and the Mayor will <i>promote</i> this level of provision.
Strategic Principles EAP 1 – Land use	Support was expressed for proposed measures to promote local employment opportunities as part of economic growth.	Support noted.
Strategic Principle EAP 1 - Land use	Landowners concerned about the 20,000sqm threshold for new retail provision being too low.	Policy EAP1 has been amended to promote ‘in the region of’ (rather than ‘up to’) 20,000 sq m retail at Euston, in order to provide more flexibility. Additional supporting text has also been added to explain the rationale for this figure, and state that this figure does not necessarily represent a fixed limit on potential retail. However, detailed assessments would be required to demonstrate there would not be detrimental impacts on neighbouring centres.
Strategic Principles EAP 1 – Land use	Provision of education facilities (use class D1) should be more clearly identified in the plan to help facilitate the wider knowledge zone aspirations.	Additional text added to clarify the potential circumstances for educational facilities provision in the Land Use Strategy, Strategic Principle EAP 1. Where they support the provision of the core research and development and work towards the aspiration of achieving a knowledge cluster here they may be appropriate.

Plan reference	Summary of comments	EAP response and suggested change
Strategic Principle EAP 2 - Design	English Heritage suggested additional text to strengthen the position on the setting of heritage assets and views.	Additional text which highlights the need to consider the setting of heritage assets and local views as well as strategic views when considering development heights in the area.
Strategic Principle EAP 2 - Design	The City of Westminster expressed general support for the approach taken in the draft EAP and suggested an assessment of impacts of tall buildings on views, including from neighbouring boroughs/ views from Regent's Park.	Further work is being carried out in support of the proposed submission EAP to assess impacts of tall buildings on local views, in consultation with the City of Westminster.
Strategic Principle EAP 3 - Transport	Concern about attributing all passenger growth at Euston Station to HS2, as much of the growth will be on existing rail lines.	Text slightly amended to reflect this point throughout the document.
Strategic Principle EAP 3 - Transport	Network Rail highlighted the need to clarify the type of new and improved station infrastructure at Euston required.	Additional text, as suggested by Network Rail, added to set out expectations of enhanced rail station facilities at Euston more clearly.
Strategic Principle EAP 3 - Transport Development Principle EAP 1 (Euston Station) and 4 (Drummond Street)	Concerns from community groups, businesses and residents on the layout and extent of taxi provision shown around Cobourg Street.	Text has been amended to clarify the first preference to provide taxi ranking and standing on new streets and public realm associated with the station footprint away from residential uses wherever possible, to reduce impacts on the existing surrounding streets.
Strategic Principle EAP 4 – Environment and Open Space	Network Rail questioned whether an energy centre could be delivered on the Euston Station site given railway constraints including platforms and tracks	Text amended to seek an energy centre on or in the vicinity of the station site in recognition of the potential constraints associated with redeveloping the station itself.
Strategic Principle EAP 4 – Environment and Open Space	Thames Water sought additional text to require adequate water and wastewater infrastructure to serve all new developments to be included.	Additional text as suggested by Thames Water in relation to water and wastewater infrastructure requirements added.
Strategic Principle EAP 4 – Environment and Open Space	Concern was expressed about air quality in the area, with Euston Road and Hampstead Road highlighted as key problem area	The EAP seeks to establish an Ultra Low Emissions Zone at Euston, in addition to the provision of green infrastructure (such as more street trees) to help combat air quality issues.
Development Principle EAP 1- Euston Station and tracks	Community groups and individuals expressed a strong desire to prioritise independent shops and traders within new floorspace created at the station site.	Additional text added highlighting Camden's policies relating to small and independent retail.

Plan reference	Summary of comments	EAP response and suggested change
Development Principle EAP 1 – Euston Station and tracks	HS2 and Network Rail highlighted the potential constraints associated with railway infrastructure which could affect the potential to deliver ground level routes.	The level and type of route provided will be dependent upon station design, and this is highlighted in the text. To ensure the plan is not misleading or inaccurate, text highlighting that constraints associated with railway infrastructure may affect the ability to deliver ground level routes, but the aspiration remains to achieve ground level routes where ever possible is retained.
Development Principle EAP 1 – Euston Station and tracks	HS2 and Network Rail highlighted the Euston Station Development options work and greater development capacity potential associated with a comprehensive station redevelopment based on retaining the existing station and building the new high speed station alongside this.	The plan identifies a range of homes and jobs figures that could potentially be appropriate for delivery on the station site. The level of development achieved will be dependent upon the station design progressed, railway infrastructure and decking viability, social infrastructure provision and would also be influenced by the policies contained in the EAP and other London Plan and LB Camden policies.
Development Principle EAP 1 – Euston Station and tracks	Concerns about the viability of delivering affordable housing and open space and expectations for planning obligations and the expense of providing decking above the station were highlighted by several stakeholders/ landowners.	Camden’s existing policies and text regarding flexibility in the implementation of affordable housing are reflected in the EAP to reflect the viability constraints associated with the constrained sites in the area. Additional text has been added to ensure it is clear that development will be considered in the context of these policies which include flexibility to take into account viability and other constraints that affect the ability of development to meet policy targets for affordable housing, open space and planning obligations. Developers will be expected to demonstrate why they cannot meet policy targets within this policy framework, and this will be considered as part of a planning application process. Where relevant, known constraints that could affect viability are acknowledged in the EAP.
Development Principle EAP 1 – Euston Station and tracks and EAP 7 – West Somers Town	Support from some respondents for introducing active frontages along Eversholt Street in place of the existing blank station wall, and for improvements to area in front of the station	Support noted.

Plan reference	Summary of comments	EAP response and suggested change
Development Principle EAP 2 – Euston Road	English Heritage and others noted the need to improve the gardens and carefully reinstate them if required by HS2.	Additional text added to clarify expectations for the reinstatement of Euston Square Gardens should they be required by HS2 during construction.
Development Principle EAP 2 – Euston Road	A number of respondents highlighted the need to improve connectivity and the public realm along Euston Road	Development Principle EAP2 places a strong emphasis on enhancing the environment and improving connections across Euston Road.
Development Principle EAP 3 – North Euston Cutting	Community groups and survey results indicated that there were concerns about density and design of development in the cutting area, particularly in terms of its sensitive context – conservation area setting and generally lower density residential nature.	Camden’s prioritises the delivery of new homes, and the potential to deck over under-utilised centrally located space to provide new housing will help to meet housing need/ demand and make the best use of brownfield land.  In order to address concerns on density, design and the historic context, additional text has been added to further strengthen the requirements in relation to design and landscaping and the need to carefully assess and demonstrate how the proposals could successfully relate and respond to the wider townscape, particularly the fine grained historic terraces overlooking the cutting.
Development Principle EAP 3 – North Euston Cutting	Where space above the tracks is decked, a number of respondees expressed a desire to maximise the amount of open space and/or housing provided here	The draft EAP text highlighted the potential for further open space to be provided on the northern half of the cutting, but noted the need for additional funding. This has been strengthened in the proposed submission EAP, which shows the open space on illustrative masterplans with additional supporting text to add emphasis on its delivery (particularly under higher development scenarios). The supporting text also highlights potential constraints associated with developing over the cutting, as engineering requirements may not allow for the entire cutting to be decked over.
Development Principle EAP 4 – Drummond Street and Hampstead Road	Concerns were expressed by local residents, community groups and businesses about the need to retain flexibility on the size of shop units in Drummond Street. One respondent also	Ensuring businesses along Drummond Street remain viable is a key priority for the Euston Area Plan, therefore the text has been amended to remove limits on unit sizes and to reflect the need for some flexibility. The text has been amended to avoid

Plan reference	Summary of comments	EAP response and suggested change
	highlighted the need to allow vacant units to be converted to residential use.	change of use to residential at ground floor level, as the loss of active uses at street level would be likely to harm the vibrancy and vitality of the street.
Development Principle EAP 4 – Drummond Street and Hampstead Road	Business groups along Stephenson Way request public realm improvements to this street to complement those suggested in the wider area.	Stephenson Way added as a street where public realm improvements will be encouraged.
Development Principle EAP 5 – Regents Park Estate	LB Camden Housing consultation has identified potential sites for infill housing on the estate. A number of respondees to the consultation suggested that infill housing within the estate identified as part of this process should be identified in the Euston Area Plan.	Infill housing potential sites identified through LBC Housing’s consultation with local residents are now identified in the illustrative masterplan. The associated number of replacement homes these sites will provide has been identified in the Regents Park Estate section with the caveat that the Council will continue to work with the local community to investigate the feasibility of these and any further opportunities for infill.
Development Principle EAP 5 – Regents Park Estate	Community concerns about the potential development of open space for infill housing.	Parts of the infill replacement housing sites rely on the redevelopment of some housing green space within the Regents Park Estate. Additional text has been added to Development Principle EAP5 that refers to ‘taking opportunities to provide new open spaces’. In the supporting text, emphasis has been placed on the provision of new local open spaces on vacant/ underused land on the estate in order address these impacts.
Development Principle EAP 5 – Regents Park Estate	Community concerns regarding the potential impacts of extra traffic on the quiet feel of the estate	Additional text has been added in relation to transport and public realm to emphasise that any new and improved links would focus on cycle and pedestrian movement, with traffic calming measures introduced where appropriate.
Development Principle EAP 6 – Ampthill & Mornington Crescent	Community concerns around new development and aspirations to enhance routes and legibility around Ampthill estate due to previous crime and safety problems on the estate which have been perceived as resolved through gating open space.	Additional text has been added under the aspiration to reinstate historic street patterns, to reference the need to ensure that the safety and security of residents is not compromised.



Plan reference	Summary of comments	EAP response and suggested change
Development Principle EAP 6 and EAP 1	Community concerns around the inclusion of bus facilities on Eversholt Street.	The Eversholt Street bus facilities are included to facilitate the reorganisation of bus infrastructure at the front of the station, and to enable buses to terminate and turn around. The text in Section 4.6 emphasises the need to ensure that facilities are designed to minimise impacts on surrounding residential amenity and the pedestrian and cycle environment. Outside of the EAP process Camden Council are keen to investigate ways to improve the environment outside the station and the setting of the gardens by considering options for bus facility design. The option of placing bus stops on Euston Road instead of outside the station is considered in the Transport Study for the EAP. This indicates that using Euston Road for additional bus stops would cause significant cost and disruption to the strategic road network.
Development principle EAP7 – West Somers Town	<p>The Somers Town Neighbourhood Forum highlighted a need to consider the impacts of HS2 and the EAP on Somers Town, including increased cycle and pedestrian movements through the area. It also questioned the EAP boundary as this part of Somers Town does not fall within a growth area, as well as concerns around the provision of green spaces in new development, the need to consider other land uses for the Drummond Crescent site and the potential to highlight Chalton Street market through signage and way finding.</p> <p>A number of organisations, such as the Francis Crick Institute and British Library welcomed the aspirations to improve links between St Pancras and Euston.</p>	<p>The promotion of connections from Euston to St Pancras reflects principles established in the Camden Core Strategy, and seeks to use existing roads rather than introducing new ones. Where relevant, specific design issues could be picked up in the Somers Town Strategy and Somers Town Neighbourhood Plan, which will sit alongside the EAP, but some additional text has been added to highlight the need for any route enhancements to be progressed in discussion with the community and to be balanced with the amenity and safety of residents.</p> <p>Land does not need to fall within a growth area to be part of an Area Action Plan boundary, and the current boundary enables the EAP to manage key sites that will be impacted by, and could help to mitigate the impacts of HS2, including the Drummond Crescent site as well as potentially Crossrail 2 in the future which are strategic infrastructure and therefore outside the provisions of the neighbourhood planning process.</p>

Plan reference	Summary of comments	EAP response and suggested change
		<p>Additional text added in Development Principle EAP7 to managing the impacts of construction on the local community, reflecting the potential combined impacts associated with the delivery of Crossrail 2 as well as HS2.</p> <p>Additional wording has also been added to support Chalton Street through enhancements to wayfinding and to the market.</p>

Do you think the proposals could be improved to meet the objectives? Please explain how in the box below:

Empty box for providing feedback on the proposals.

Thank you for filling out the questionnaire. Your comments will help shape the next version of the Euston Area Plan.

Please return by the 7th October 2013 - tear along the dotted line, fold in half with the address outside, and seal shut.



Illustration of draft proposals

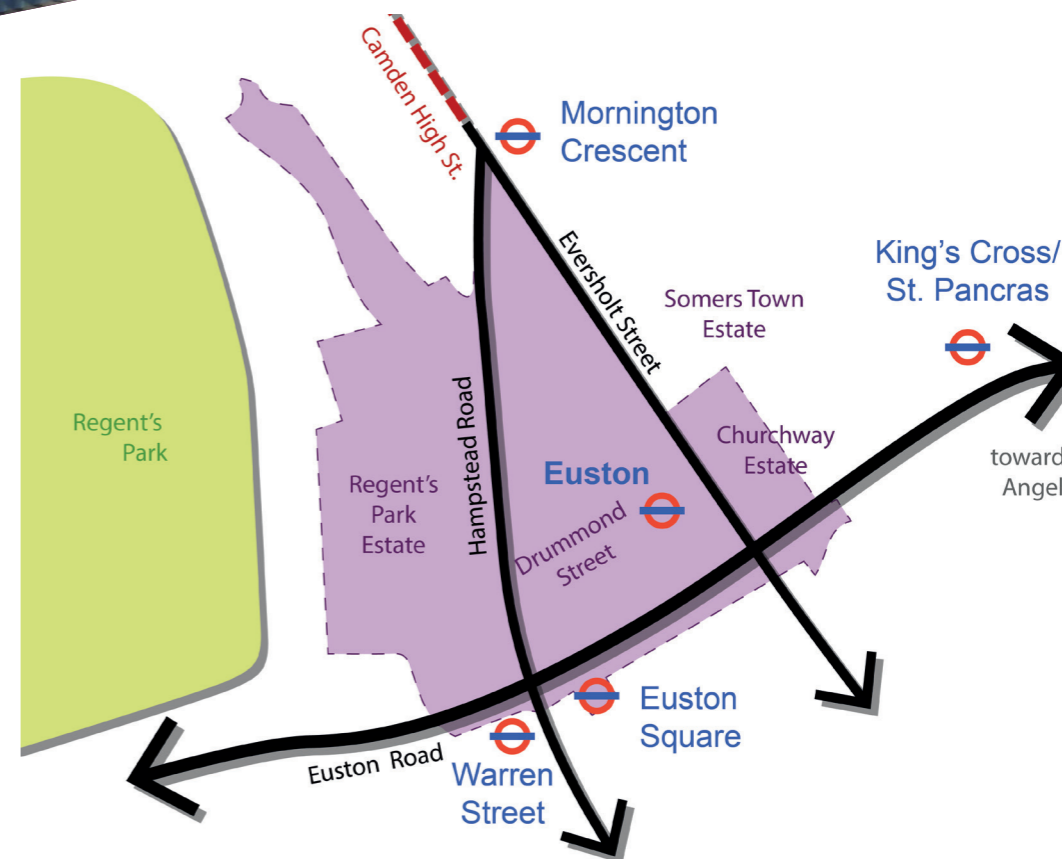
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Euston Area Plan Team  
Placeshaping 6th floor  
Freepost RSLT-RJBR-TXAA  
London Borough of Camden  
Town Hall  
London  
WC1H 9JE



# the EUSTON AREA PLAN

a new plan for the euston area



## What is the Euston Area Plan?

We want your views on the draft Euston Area Plan (EAP). The plan provides a framework for change in the Euston area over the next 20 years, and has been jointly prepared by Camden Council, the Greater London Authority and Transport for London. It seeks to ensure that, whether or not the new High Speed rail link (HS2) goes ahead, despite Camden Council's strong opposition to HS2, we can get the best possible future for the residents, businesses and visitors to Euston.

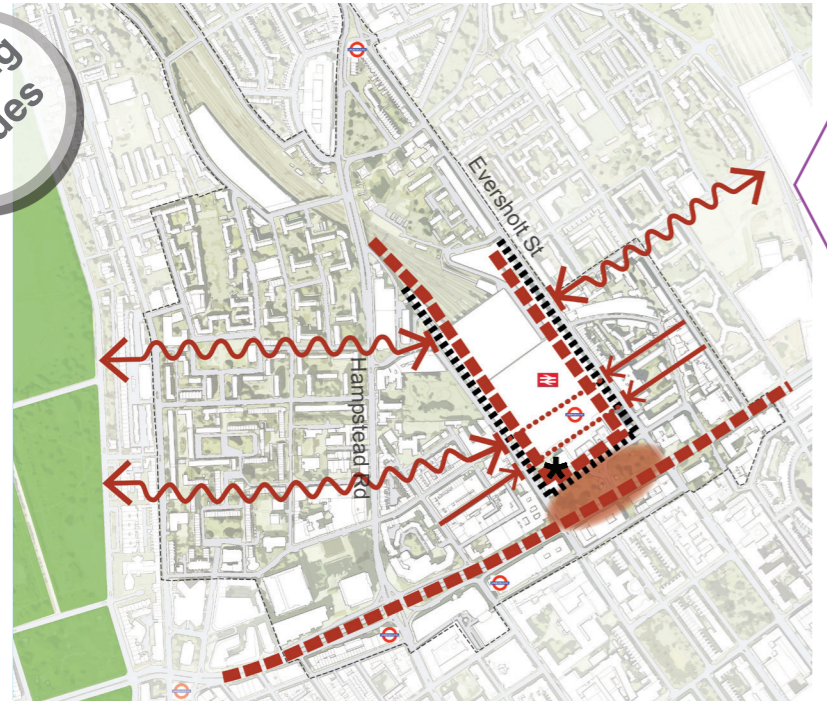
We asked what you thought of the draft objectives for the Euston Area Plan towards the end of last year. We received many useful

comments, which highlighted general support for the draft objectives. These have helped to inform the content of the draft Plan, which includes development policies as well as more specific development principles for smaller character areas within the plan boundary.

This leaflet only provides a summary of proposals. To understand more about what is proposed in your area have a look at the draft Plan: [www.eustonareaplan.info](http://www.eustonareaplan.info)

To tell us your views you can either complete the questionnaire online or inside this leaflet. Please return your responses by **7th October 2013**.

existing issues

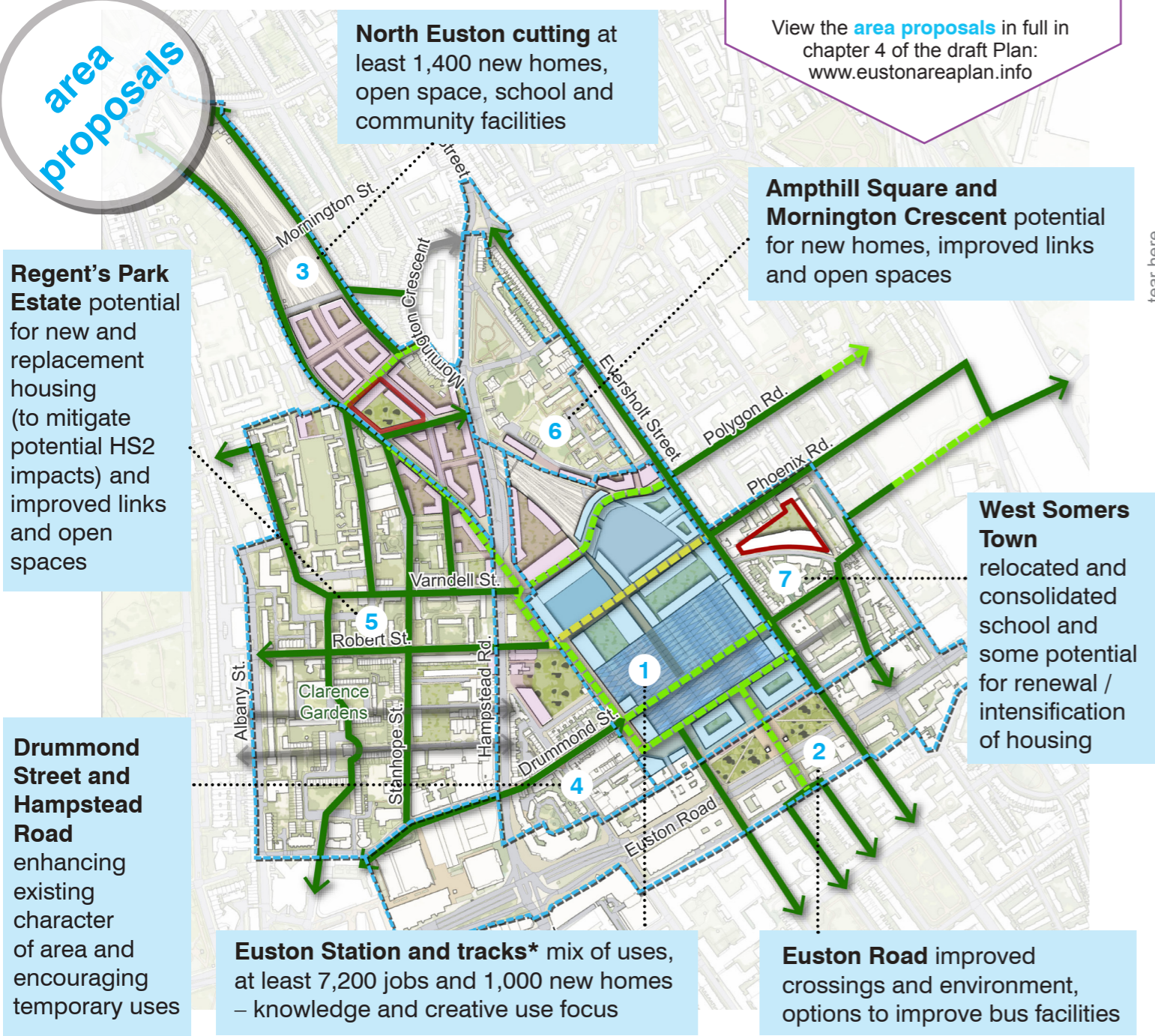


- Long distance routes blocked by station
- Local connections blocked
- Inactive / dead frontage
- Major barrier
- Poor environment at station front
- Tall buildings in protected view

- Character area boundary
- Mainly employment
- Mainly homes
- Improved public connection
- New connection built with station
- New upper level connection
- Long-term potential for new route
- Mainly education

View the [area proposals](#) in full in chapter 4 of the draft Plan: [www.eustonareaplan.info](http://www.eustonareaplan.info)

area proposals



**North Euston cutting** at least 1,400 new homes, open space, school and community facilities

**Amphill Square and Mornington Crescent** potential for new homes, improved links and open spaces

**Regent's Park Estate** potential for new and replacement housing (to mitigate potential HS2 impacts) and improved links and open spaces

**West Somers Town** relocated and consolidated school and some potential for renewal / intensification of housing

**Drummond Street and Hampstead Road** enhancing existing character of area and encouraging temporary uses

**Euston Station and tracks\*** mix of uses, at least 7,200 jobs and 1,000 new homes – knowledge and creative use focus

**Euston Road** improved crossings and environment, options to improve bus facilities

# We need your views

The draft EAP is based around **plan objectives** to improve the Euston area which respond to local issues and concerns. These are listed below.

We have divided the plan area into 7 character areas. For each character area we have come up with a set of **area proposals** designed to meet the **plan objectives**.

Please tell us whether you think the **area proposals** meet the **plan objectives**, by writing [Y]yes [N]no [P]partially [?]unsure in the boxes.

Name:

Post Code:

Email:

Organisation:

## area proposals

	1 Euston station + tracks	2 Euston Road	3 North Euston Cutting	4 Drummond Street and Hampstead Road	5 Regent's Park Estate	6 Amphill Square and Mornington Crescent	7 West Somers Town
<b>Prioritising local people's needs:</b> new and replacement homes, jobs and businesses, community facilities and open space							
<b>Securing excellent design:</b> which complements the character and heritage of the area and improves design of Euston Station							
<b>Making the best use of new space above the station and tracks and opportunities for regeneration in the wider area:</b> a mix of uses for existing and future residents and businesses							
<b>New streets above the station and tracks:</b> to reduce the barrier effect of the station and make it possible to walk across							
<b>Boosting the local economy by reinforcing existing economic assets and businesses:</b> new space for businesses, shops, jobs and training opportunities for local people							
<b>Creating sustainable development:</b> carbon free development, local renewable energy networks and more greenery							
<b>Improving the environment along Euston Road:</b> for pedestrians and cyclists							
<b>Promoting sustainable travel:</b> making it easier and more pleasant to cycle and walk and reduce reliance on cars							
<b>Enhancing existing public transport:</b> by encouraging improvements and better access to the rail, underground and bus facilities							
<b>Planning for future public transport:</b> by ensuring improvements are made to prevent congestion and overcrowding as more people use facilities							

## Plan objectives

tear here

fold and seal shut

\*The plan shows how the current HS2 station design could be adapted to allow routes and development above and around it. However, a different station design that allows for ground level streets and more development would better meet EAP objectives.

#### **Appendix 4: List of Organisations**

The organisations that submitted responses to the draft Euston Area Plan are listed below. A significant number of local residents, business owners and visitors to the area submitted responses, but these are not listed here.

British Library  
Camden Cutting Group  
Camden Town Unlimited  
Canal and River trust (London)  
Centre for the Magic Arts  
City of Westminster  
English Heritage  
Euston Community Forum  
Fitzroy Square Neighbourhood Association  
Francis Crick Institute  
Friends House/ Quakers in Britain  
Friends of Capital Transport Campaign  
Highways Agency  
HS2 Limited  
Licensed Taxi Drivers Association  
London Fire and Emergency Planning Authority  
Maria Fidelis Convent School  
Natural England  
Netley Primary School Governing Body  
Network Rail  
Ossulston Tenants and Residents Association  
Rail Estate  
Regents Park Children's Centre  
Regent's Park Conservation Area Advisory Committee  
Regents Park Safer Neighbourhoods Team  
Somers Town Co  
Somers Town Neighbourhood forum  
St Pancras Church, Euston Road  
Sydney and London Properties Limited  
Thames Water  
Third Age Project  
Transport for London (Borough Planning Team)  
Transport Salaried Staff's Association (TSSA)  
Unison  
University College London  
University of London  
Wellcome Trust  
Westminster Kingsway College

## **Appendix 5**

### **Possible sites for High Speed Two replacement housing consultation report : Summary of findings**

#### **Overview**

- Housing officers have been engaging and consulting with residents on mitigation issues since February 2013
- A large housing needs survey managing to reach over 80% of HS2 affected residents. The key findings was that 70% wanted to remain in their local area
- The approach aimed to find locations in the Regent's Park Estate area for replacement housing which fed into a feasibility study carried out by Tibbalds. Views were then sought on the six resulting sites which were:

1. Robert Street car park
2. Rydal Water open space
3. Varndell Street
4. Newlands open space
5. Dick Collins - New TRA hall and housing
6. Albany Street police station

#### **Key recommendations from the consultation report:**

- **Sites:** The results of this preliminary consultation show that there is enough support in the community to take these proposed sites forward for further design and feasibility work. Nonetheless, there were questions and concerns that need to be addressed in the process and are summarised below.
- **Parking:** Loss of parking spaces was noted as a concern therefore Camden will obtain the latest parking occupancies/spaces figures and ensure that any residents affected have suitable alternative parking provision within the estate.
- **Green and open spaces:** As part of the next round of feasibility, it has been discussed that a holistic approach to mitigation would be beneficial by combining the objectives of replacement housing, open space and community facility mitigation and public realm at the Regents Park estate. Camden housing officers will work closely with colleagues in Camden Council's Parks & Open Spaces service to develop an estate-wide approach where options for creating new or enhanced public open space would be developed alongside private open space, green roofs, accessible roof gardens and other greening measures.
- **Community facilities:** Continue working with stakeholders and Regent's Park Tenants' & Residents' Association in developing a new community hall that integrates the present usage of the Dick Collins Hall, mitigating the lost

community space at Silverdale and future service need on the estate, such as crèche facilities.

- Strategy: Continue to work with the Euston Area Plan team to meet the principles set out in the emerging plan.
- Consultation: Continue to engage with the community in the mitigation process. Firstly through the architect selection process, this would include a public design exhibition with shortlisted architects and then a selection panel. Further consultation and engagement would be carried out throughout the design and planning process. This consultation will be proactive in gaining public participation while evolving the designs.

The full report can be found here:

[https://consultations.wearecamden.org/housing-adult-social-care/hs2-replacement-homes-on-regents-park-estate/consult\\_view](https://consultations.wearecamden.org/housing-adult-social-care/hs2-replacement-homes-on-regents-park-estate/consult_view)