

EUSTON AREA PLAN

a new plan for the euston area

Adopted January 2015

Published jointly by

Greater London Authority
Transport for London &
London Borough of Camden

January 2015

Contact

eustonareaplan@camden.gov.uk

Website

www.eustonareaplan.info

Copyright

The maps in this document are based on Ordnance Survey Material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office ©. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Licence number LA100019726, year 2014.

© Crown Copyright and database right 2014. Ordnance Survey 100032216 GLA

The photos in this document are courtesy of Allies and Morrison Urban Practitioners

Acknowledgements

Project team

Mary-Ann Lewis (Project Manager)
Yogesh Patil (GLA)
Rob Willis (LB Camden)
Jane Debono (LB Camden)
Charles Snead (TfL)

Project sponsors

Martin Scholar (GLA)
Richard Wilson (LB Camden)
Liz Halstead (TfL)
Richard McGreevy (TfL)

Management board

Colin Wilson (GLA)
Ed Watson (LB Camden)
Richard DeCani / Lucinda Turner (TfL)

Strategic Board

Cllr Sarah Hayward (Leader of Camden Council)
Sir Edward Lister (Deputy Mayor of London)
Doug Oakervee / David Higgins (Chair of HS2)

Other technical contributors

Network Rail
Department for Transport
High Speed 2

Far more people than it is possible to thank individually have contributed to the production of this framework. They include major landowners and their planning, transport and design teams; local residents and businesses; officers at the Greater London Authority, Transport for London, Camden Council without whom, neither the framework nor the progress that has been made so far would have been possible.

Disclaimer

The EAP document has been prepared in partnership with the Greater London Authority and Transport for London in Camden's capacity as regulatory Local Planning Authority (LPA) for its area. In exercising this role as LPA Camden is constrained by statutory requirements relating to planning and the document has been prepared to give effect to those.

However whilst the EAP is material to Camden exercising its role as LPA, it should not be taken as a complete statement of Camden's broader corporate position on the need to mitigate the impacts of HS2 for the benefit of the people of Camden in accordance with the objectives of the Camden Plan.

EUSTON AREA PLAN

a new plan for the euston area

Adopted January 2015



Table of contents

Executive Summary

1. Introduction

- 1.1 Plan context
- 1.2 Vision and objectives
- 1.3 Purpose of this plan
- 1.4 Material weight of the document
- 1.5 Accompanying reports: evidence base
- 1.6 Consultation

2. Context

- 2.1 London Context
- 2.2 Local Context
- 2.3 Character Areas
- 2.4 Key Issues

3. Development Strategy

- 3.1 Overall strategy
- 3.2 Land use Strategy
- 3.3 Design Strategy
- 3.4 Transport Strategy
- 3.5 Environment and open space strategy

4. Places

- 4.1 Euston station and tracks
- 4.2 Euston Road
- 4.3 Camden Cutting
- 4.4 Drummond Street and Hampstead Road
- 4.5 Regent's Park Estate
- 4.6 Ampthill and Mornington Crescent Station
- 4.7 West Somers Town

5. Delivery, planning benefits and monitoring

Appendices

1 Delivery plans - summary table

2 List of development sites

3 Objectives checklist

4 Glossary

Foreword



Councillor Sarah Hayward **Leader of Camden Council**

Euston as an area has so much going for it, and great competitive advantages in the knowledge-rich modern economy. However, HS2 represents a clear threat to that opportunity.

Camden Council's position on HS2 is clear and unchanged: we are opposed to the HS2 proposals as they currently stand.

If HS2 does go ahead, we want to see local jobs, local apprenticeships and local procurement, and the best station scheme to support wider regeneration. To do anything less would be a huge wasted opportunity.

We've long recognised that after 50 years, Euston Station is past its shelf-life. Its design makes it fit poorly into the community, and its closed character has served as a barrier to effective regeneration of the immediate surrounding area.

This was recognised in proposals developed in 2009, and it's still true today that Euston is ripe for regeneration, particularly the station itself.

Although the HS2 proposals have thrown the future options for Euston up in the air, the potential must not be lost, nor blighted by

the uncertainty associated with the prospects of the rail development.

This Euston Area Plan, developed with partners, has as a result been specifically designed to be flexible, and should therefore support regeneration whether HS2 goes ahead or not.

HS2 Ltd's current proposal for Euston Station – known as Option 8 – is in our opinion the worst of the possibilities. We are developing a detailed alternative option that would open up the area much better to regeneration opportunities, based on an alternative previously advanced by HS2 Ltd, but since abandoned – known as Option 1. We also welcome an initiative that has come from the local community itself to develop another alternative, known as 'Double Deck Down'.

I commend the Euston Area Plan in this document to you as imaginative and appropriate to help drive forward much needed jobs and investment in Euston whether or not HS2 goes ahead.

A handwritten signature in black ink, appearing to be 'Sarah Hayward'.



Boris Johnson
Mayor of London

I am delighted to introduce the Euston Area Plan which has been the product of some excellent joint work between the GLA, TfL and Camden Council.

The London Plan identifies Euston as an Opportunity Area with the potential for 5,000 jobs and 1000 homes. My 2020 Vision also flags up the potential of Euston-King's Cross-St. Pancras as the UK's largest mega rail hub. This area has the potential to contribute significantly to London's growth.

Whilst I am committed to HS2, we are still in discussions with Government over the best solution for Euston. We must take this unique and fantastic opportunity to ensure

that the rebuilding of Euston is carried out as effectively as possible with the maximum regeneration benefits. A solution now must avoid further rebuilding in the future.

It's with this in mind that the Euston Area Plan has been produced - we are working with HS2 on their current plans but do not want to preclude a much wider rebuilding of Euston.

Finally, I'm delighted that plans show a rebuilt Euston Arch. It would be fantastic to have the best of the old and new in a wonderful new quarter for London.

A handwritten signature in black ink, which appears to read 'Boris Johnson'. The signature is fluid and cursive, with a long horizontal line extending to the right.

Executive summary

Introduction

The Euston Area Plan (EAP) is being prepared as a long term planning framework to guide transformational change in the area, focused around the redevelopment of Euston Station and seeks to spread regeneration potential to benefit the local community and London as whole. The plan is being prepared jointly between Camden Council, the Greater London Authority (GLA) and Transport for London (TfL) to guide development up until 2031. Preparing a plan jointly helps to ensure the strategic and local issues for the Euston area are planned in a coordinated way and balanced with community aspirations. The EAP needs to be compatible with wider planning guidance, the National Planning Policy Framework and the London Plan.

There are currently proposals to terminate the Government's High Speed Two (HS2) line at Euston, which Camden Council opposes due to the significant land take required to build the line and the project impacts in the borough, particularly at Euston. The current station design included in the HS2 Environmental Statement (published November 2013) does not fully realise the potential transformational benefits of station redevelopment at Euston. However, following the HS2 Plus report by David Higgins in March 2014 and instruction from the Secretary of State for Transport it is understood that an alternative station design, based on a level deck scheme could replace the existing station designs through an additional provision to the HS2 Bill which would better meet the EAP objectives. The plan has been developed to be flexible to allow for different station designs

at Euston to come forward, but could also be updated where necessary to reflect significant changes in circumstances, particularly any significant changes to the HS2 project.

Even aside from the controversy over HS2, Camden Council together with the GLA continue to press for the best station design solution to ensure the once in a generation opportunity to transform Euston Station is maximised. Whether the HS2 project goes ahead or not, the need to redevelop and improve Euston Station has been recognised for some time and is noted in the London Plan and Camden's wider planning framework documents. This area plan is therefore vital regardless of the outcome of the HS2 proposals.

Plan content

The contents of the EAP have been shaped by findings of background research, consultation results, stakeholder liaison and guided by the findings of the sustainability appraisal process, which was designed to check that the policies in the plan meet with wider sustainability objectives of Camden Council and best practice in general. The content and proposals in the EAP need to be capable of being delivered by a developer or through government funding. Therefore the plan proposals have been developed to respond to costs, physical constraints (where information is available) and bearing in mind technical requirements of key stakeholders and landowners.

Vision

The Vision for the Euston area in 2031: The Euston area will be rejuvenated as both a local hub of activity and a gateway to London through new high quality comprehensive and transformational development above and around a world class transport interchange at Euston Station.

New homes, businesses, shops, community facilities, schools, new and improved public realm and open space will transform the area. The redeveloped station will help to reconnect the communities to the north, south, east and west. Existing businesses, such as those at Drummond Street, and surrounding residential communities at Regent's Park, Somers Town and Mornington Crescent will flourish with investment through reprovided and new homes, businesses, open space and facilities where necessary, and their important role in the future of Euston celebrated and enhanced.

Euston's role as a medical research, knowledge, innovation and creative industry base will be enhanced and thrive around the cluster of world class education and research institutions in the area, helping to achieve Camden Council's Knowledge Quarter aspiration for the area which could include medical uses as promoted in the Mayor's "Med City" vision for the Euston Road corridor.

A network of clear and convenient streets will connect key attractions and green spaces in the area. Critical to this will be new and improved links through, above and around a redeveloped station and an improved greener environment along Euston Road. Euston Road will no longer be a barrier to pedestrian and cycle movement and onward journeys from the station. Euston has long been too polluted - the proposals in this plan will help to make it less so.

Development Strategy

The overall amount of new homes and jobs which could be delivered in the plan area will be dependent upon the design of Euston Station. The three main options for station design at Euston are:

1. *Sub surface comprehensive station redevelopment* – platforms and tracks sub surface to allow for ground level development above the station (HS2 original design/emerging HS2/Network Rail level deck design)
2. *New high speed terminus alongside existing station* – retention of existing station and addition of new station on the western side (HS2 option shown in the original 2013 HS2 Hybrid Bill)
3. *Redevelopment on existing station footprint* – redevelopment of the station on its existing footprint (either without HS2 or an alternative station design such as a double deck design)

A comprehensive approach to station design based around option 1 above, which lowers the platforms and tracks maximises the potential for new homes and jobs in a high quality environment above the station and therefore best meets the EAP vision for Euston.

The changes in this area plan should deliver overall:

Housing:

Between 2,800 and approximately 3,800 additional homes along with appropriate replacement homes maximising the provision of affordable housing and family housing

Employment:

Between 180,000 sqm and approximately 280,000 sqm of new employment/economic floorspace, providing between 7,700 and approximately 14,100 jobs encouraging knowledge based, research and creative uses to strengthen Euston's existing role as a knowledge and research hub

Retail:

In the region of 20,000sqm of retail floorspace focused around the station

Social infrastructure:

Education, health and other community facilities to support new development will be required.

Meanwhile uses:

Flexibility for proposals for appropriate temporary alternative uses if current uses are no longer viable as a result of HS2 and construction works.

Design:

Development should create an integrated, well connected and vibrant place of the highest urban design quality which builds on existing character and provides an attractive and legible environment.

Transport:

Creation of a world class transport interchange at Euston Station with sustainable and appropriate onward travel options which meet increased passenger demands (including those from HS2) and general development in the area.

Environment:

Growth will be supported by a decentralised energy network, new, replaced and improved open spaces (mitigating lost open space as a result of HS2 where appropriate) and the creation of an Ultra Low Emissions Zone (ULEZ) to address local air quality issues.

Key principles for the character areas in the plan are:

Euston Station and tracks:

A comprehensive station redevelopment to transform Euston's image and potential for between 1,000 and approximately 1,900 new homes and between 7,200 and approximately 13,600 additional jobs depending on station design and footprint, railway constraints and cost of decking. A comprehensive approach to station design based around lowered tracks and platforms is more likely to allow for greater development and a transformational high quality development here. A redevelopment within the existing station footprint would reduce the required demolitions and associated mitigation requirements that would result from proposals on an expanded station footprint.

Euston Road:

Creation of a more pleasant and accessible street environment, seeking enhancements to Euston Square Gardens and improved road crossings.

Camden Cutting:

At least 1,400 new homes, open space, community facilities and improved pedestrian and cycle links above the existing railway tracks to the north of Hampstead Road.

Drummond Street and Hampstead Road:

Protecting existing businesses and enhancing the area's unique specialist role as a centre for ethnic shops and restaurants, along with its built character and heritage. Open space lost at St James Gardens due to the HS2 project will be reprovided in this area.

Regents Park Estate:

Opportunities to accommodate new and replacement housing in the estate will be sought, with a priority for replacement housing for homes required by HS2.

Amphill and Morningson Crescent Station:

Potential for some new infill housing development and enhancements to the public realm and open spaces in the area.

West Somers Town:

Encouraging improvements to routes in the area, supporting the redevelopment of Drummond Crescent for school and/or employment and housing uses and minimising potential impacts from the construction of Crossrail 2 in the area.



1

Introduction

Contents

- 1.1 Plan context
- 1.2 Vision and objectives
- 1.3 Purpose of this plan
- 1.4 Material weight of the document
- 1.5 Accompanying reports: evidence base
- 1.6 Consultation

1 Introduction

Although the London Borough of Camden (LBC) is opposed to the High Speed Two (HS2) project as currently proposed, it has, along with Greater London Authority (GLA) and Transport for London (TfL) worked jointly to develop a vision and objectives for the Euston area which form the basis of this Euston Area Plan (EAP). The EAP vision and objectives have been informed by the results of public consultation (initial consultation in winter 2012 and draft EAP in summer 2013), conversations with stakeholders, previous aspirations for the area, research and specialist technical reports commissioned to inform the production of this plan. The vision and objectives underlying this plan are in section 1.2 below. In producing the plan Camden Council in no way accepts that the current HS2 proposition (HS2 Hybrid Bill submitted 2013) for Euston is acceptable and will continue to work to oppose it.

1.1 Plan context

The Government is planning a new High Speed Rail link, HS2 between London and Birmingham (Phase 1) and eventually to Manchester, Leeds and Scotland (Phase 2) with the London terminus at Euston. Camden Council remains opposed to the HS2 project due to the significant impacts in Camden. But in case it does happen, Camden Council wants to secure the best deal for local communities. The Council continues to press for a redeveloped Euston station which minimises demolition of existing homes and business premises. And if HS2 does proceed, the Council and its partners want a station design that allows for the maximum development of new homes, jobs, streets and open spaces at ground level above a sub surface or any new station design and continue to press for better station design options to be investigated.

The existing station is currently poorly designed and has a poor relationship with the surrounding streets and neighbourhoods, particularly as a result of the lack of shops/uses along the sides of the station and the barrier to movement it creates. The redevelopment of Euston Station offers the potential to create a world class station and bring regeneration to the wider area. The aspiration to redevelop the station and area in front to accommodate new homes and jobs has been identified for some time by both the Mayor and Camden Council, reflected in the London Plan and Camden planning policies. The design of any new station should reflect these aspirations for a new station of the highest quality and improve the image and connections with the wider area.

The Government's current scheme for Euston Station included in the HS2 Environmental Statement (November 2013) retains the existing Euston Station whilst building a high speed terminus alongside. This will reduce the transformational potential of a station redevelopment and potential benefits to the area particularly in terms of connectivity, quality of environment, amount of homes and jobs.

The initial draft EAP looked at how to make the most of this HS2 station design, to try to ensure that if this scheme is progressed, the station design responds to EAP and community objectives as much as possible. This plan also referenced the potential of other station redevelopment scenarios. The draft EAP sought to influence the HS2 design refinement process and ensure that the original HS2 Hybrid Bill took the EAP aspirations into account. Consultation on the draft EAP revealed a strong community desire to ensure that the EAP clearly illustrates a range of options for station design at Euston, as the parameters of its design could feasibly change through the HS2 Hybrid Bill process or if HS2 does not progress.

Since the original HS2 Bill was submitted to Parliament in November 2013, HS2 and Network Rail have been instructed to look at more comprehensive proposals for Euston Station by the Secretary of State for Transport. This followed the Sir David Higgins report “HS2 Plus” (March 2014) which suggested a level deck station design would better connect the station to the local area and create the potential for considerable over site development and called for an alternative station design to be developed.

This EAP therefore sets out key principles for the station area which will be expected to be met by any redevelopment of the station. It seeks a comprehensive approach to encourage redevelopment/development above the existing Network Rail tracks and platforms (whether at ground level or above a station building) in collaboration with any over station development above the HS2 station or which could be capable of delivery without HS2.

This does not imply that any of the EAP partners accept the HS2 Bill proposal for Euston Station (November 2013). The EAP partners are working to try to secure a comprehensive redevelopment of the Station through HS2 or other means to provide a greater number of homes and jobs here and make the best of the works to the station.

1.2 Vision and objectives

The Vision for the Euston area in 2031

The Euston area will be rejuvenated as both a local hub of activity and a gateway to London through new high quality comprehensive and transformational development above and around a world class transport interchange at Euston Station.

New homes, businesses, shops, community facilities, schools, new and improved public realm and open space will transform the area. The redeveloped station will help to reconnect the communities to the north, south, east and west. Existing businesses, such as those at Drummond Street, and surrounding residential communities at Regent’s Park, Somers Town and Mornington Crescent will flourish with investment in reprovided and new homes, businesses, open space and facilities where necessary, and their important role in the future of Euston celebrated and enhanced.

Euston’s role as a medical research, knowledge, innovation and creative industry base will be enhanced and thrive around the cluster of world class education and research institutions in the area, helping to achieve Camden Council’s Knowledge Quarter aspiration for the area which could include medical uses as promoted in the Mayor’s “Med City” vision for the Euston Road corridor.

A network of clear and convenient streets will connect key attractions and green spaces in the area. Critical to this will be new and improved links through, above and around a redeveloped station and an improved greener environment along Euston Road. Euston Road will no longer be a barrier to pedestrian and cycle movement and onward journeys from the station. Euston

has long been too polluted - the proposals in this plan will help to make it less so.

The redevelopment of Euston Station is central to the vision and objectives of this plan. A comprehensive redevelopment of Euston Station will best help to achieve this vision and the plan objectives set out below.

Objectives

The eleven objectives for the Euston Area Plan are set out below. These have been adapted since first published to reflect consultation feedback and the results of the sustainability appraisal process.

1. Prioritising local people's needs:

To ensure that new development meets local needs by ensuring homes, jobs, businesses, schools, community facilities and open space lost or affected by HS2, should it go ahead, are reprovided in the Euston area.

2. Securing excellent design:

To work to ensure that any new station and development is of excellent integrated design, easy to access, complements the character and heritage of the area, and helps to improve the image and function of the Euston area.

3. Making the best use of new space above the station and tracks and opportunities for regeneration in the wider area:

To make sure any new development above the station and regeneration in the wider plan area provides a mix of homes, shops, jobs, open space, services, education and leisure facilities that benefits existing and future residents, businesses and visitors.

4. New streets above the station and tracks:

To create new green streets above and around the station and railway tracks to make it easier for people to move between Somers Town and Regent's Park and from Euston Road to Mornington Crescent, which is currently made difficult by the existing Euston Station building.

5. Boosting the local, wider London and national economy by reinforcing existing economic assets and businesses:

To provide new spaces for existing and new businesses and shops, and encourage new and innovative business sectors in the Euston area, such as knowledge and medical, to help achieve Camden Council's Knowledge Quarter aspiration for the area and could contribute to the Mayor's emerging "Med City" vision along with creative industries, securing significant new job and training opportunities for local people.

6. Creating sustainable development:

To plan for carbon free sustainable development and a local low carbon energy network in Euston and enhance the quality and sustainability of the local environment.

7. Improving the environment along Euston Road:

To create new and improved crossing points across Euston Road and improve the pedestrian and cyclist experience through greening and measures to reduce air and noise pollution.

8. Promoting sustainable travel:

To promote walking and cycling in the area, through encouraging improvements to the streets and enhancing facilities for pedestrians and cyclists and those using the station, along with existing and new residents and workers in the area.

9. Enhancing existing public transport:

To provide improvements to Underground services, station, bus and taxi facilities and particularly new entrances into the station to the north, east and west.

10. Planning for future public transport:

To ensure that if a new station is developed, adequate improvements to the Underground services and new transport links, such as Crossrail 2, are provided to prevent congestion and overcrowding of the Underground trains.

11. Deliver a new world class Euston station and integrated development

To ensure that the redevelopment of Euston Station helps to transform the image of Euston as a nationally important high quality transport interchange with integrated and well designed development which contributes fully to the local, regional and national economy, particularly capitalising on the potential to create a knowledge hub (which could include medical uses) of international significance, maximising regeneration potential, whilst also raising the quality of the local environment and townscape.

1.3 Purpose of this plan

The Euston Area Plan is being produced as a joint planning document by Camden Council, the GLA and TfL to promote a high quality redevelopment of Euston Station and to shape change in this transitional area maximising regeneration potential in the period to 2031. The area has been identified as a location for significant numbers of new homes and jobs in both the London Plan and Camden Core Strategy for a number of years. The plan responds to the impact of the proposed High Speed Two (HS2) terminus at Euston and updates previous plans and aspirations for the area if HS2 does not proceed.

The HS2 project requires significant land take during and after construction around Euston Station and tracks and results in the loss of homes, businesses, open space and other facilities. The plan seeks to secure any potential benefits that a rejuvenated Euston Station and new high speed rail link could bring to the area for both local residents and businesses and for London as a whole, whilst helping to mitigate the local impacts of any Euston Station and track redevelopment. This will be through identifying locations for replacement homes, jobs, open space and other uses permanently or temporarily displaced.

Camden Council is opposing the HS2 project as currently proposed, due to the potentially significant negative impacts in the borough. The Council is producing this plan together with GLA and TfL in recognition of the need to plan ahead to get the best outcomes for local people should HS2 proceed, particularly to secure the best possible design for Euston Station.

The plan has been developed to be flexible reflecting the uncertainty around the delivery of HS2, which will only be confirmed once a HS2 Hybrid Bill becomes law, currently estimated as 2015. However, given central government support for the project, there is a reasonable probability that the project will go ahead. The EAP has been prepared with supporting technical information from HS2 on the emerging HS2 station design, as included in the HS2 Hybrid Bill and Environmental Statement (November 2013) and the previous HS2 station design (baseline, January 2013) and similar emerging level deck scheme which redesign both the existing and new HS2 stations as one large new station with lowered tracks and platforms. As mentioned previously, the HS2 station design in the 2013 HS2 Hybrid Bill does not meet the EAP objectives as readily as a comprehensive level deck station design. The EAP seeks to refine and shape any station design to better meet EAP objectives.

If a comprehensive level deck type scheme is reverted to (which would be preferred) or if the HS2 project does not go ahead at all, the plan provides principles and objectives that should be applied to any form of station redevelopment at Euston.

The EAP will be monitored and reviewed for its effectiveness and can be reviewed and updated in whole or part if necessary due to significant changes to the station design which haven't been considered here, see section 5 of this document for details.

Sustainability Appraisal and strategic options for Euston

The Sustainability Appraisal process has considered the sustainability merits of a number of strategic options for the production of new planning policy for Euston. This process concludes that there are significant sustainability benefits in producing a local plan for Euston, which enables the allocation and proper planning of additional growth above that indicated in Camden's Core Strategy and the London Plan as well as seeking to mitigate HS2 potential impacts. The HS2 project has significant potential to enable higher levels of growth than previously anticipated in the Euston area, and currently reflected in the Local Development Framework. However the 2013 HS2 Hybrid Bill station design reduces this potential. There are also significant benefits to facilitating growth not just related to the station, but in the wider area, particularly in terms of opportunities to achieve regeneration objectives in surrounding estates and wider environmental improvements.

The sustainability appraisal process highlights the wider benefits of a more comprehensive approach to station redevelopment, particularly the iterations of HS2 proposals which allow development and the creation of new streets above a largely sub surface station. Until the HS2 scheme receives Royal Assent the station concept is not confirmed, therefore the EAP retains flexibility for other station design scenarios.

1.4 Material weight of the document

The Euston Area Plan will be adopted by Camden Council as part of the formal development plan, and will also be adopted by the GLA as supplementary planning guidance to the London Plan. It will supersede the previous Supplementary Planning Document, Euston a Framework for Change, produced by Camden Council in 2009.

The plan provides policies, guidance and illustrative masterplans to show how these could be implemented.

The powers to build and operate High Speed Two are being sought through the High Speed Rail (London – West Midlands) Bill. This Bill seeks deemed planning permission for the railway and associated works and hence the planning authority for HS2 is Parliament. Therefore matters of the principle relating to the railway and the mitigation of the effects of construction and operation will be determined by Parliament. Camden Council, the Mayor and communities can seek to influence the mitigation measures proposed by petitioning the HS2 Bill to ensure appropriate mitigation.

The HS2 Bill will establish a special planning regime for the approval of certain details including the design and external appearance of stations. Camden Council will be the determining authority for these approvals (subject to appeal) and for any over site development above and around the station and tracks and the Euston Area Plan will be material to their determination insofar as it is material to the matter for approval and the grounds specified in the HS2 Bill for the consideration of that matter.

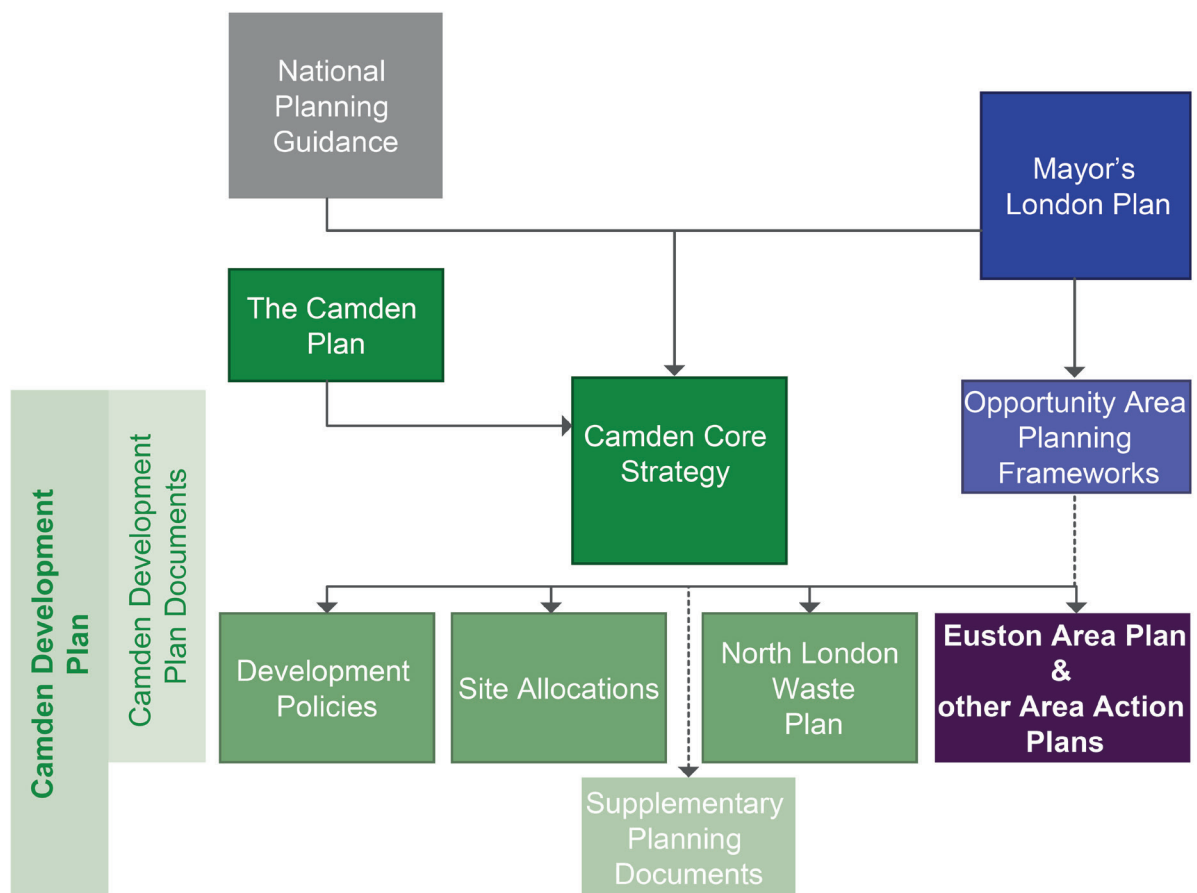


Figure 1.1 Euston Area Plan policy framework

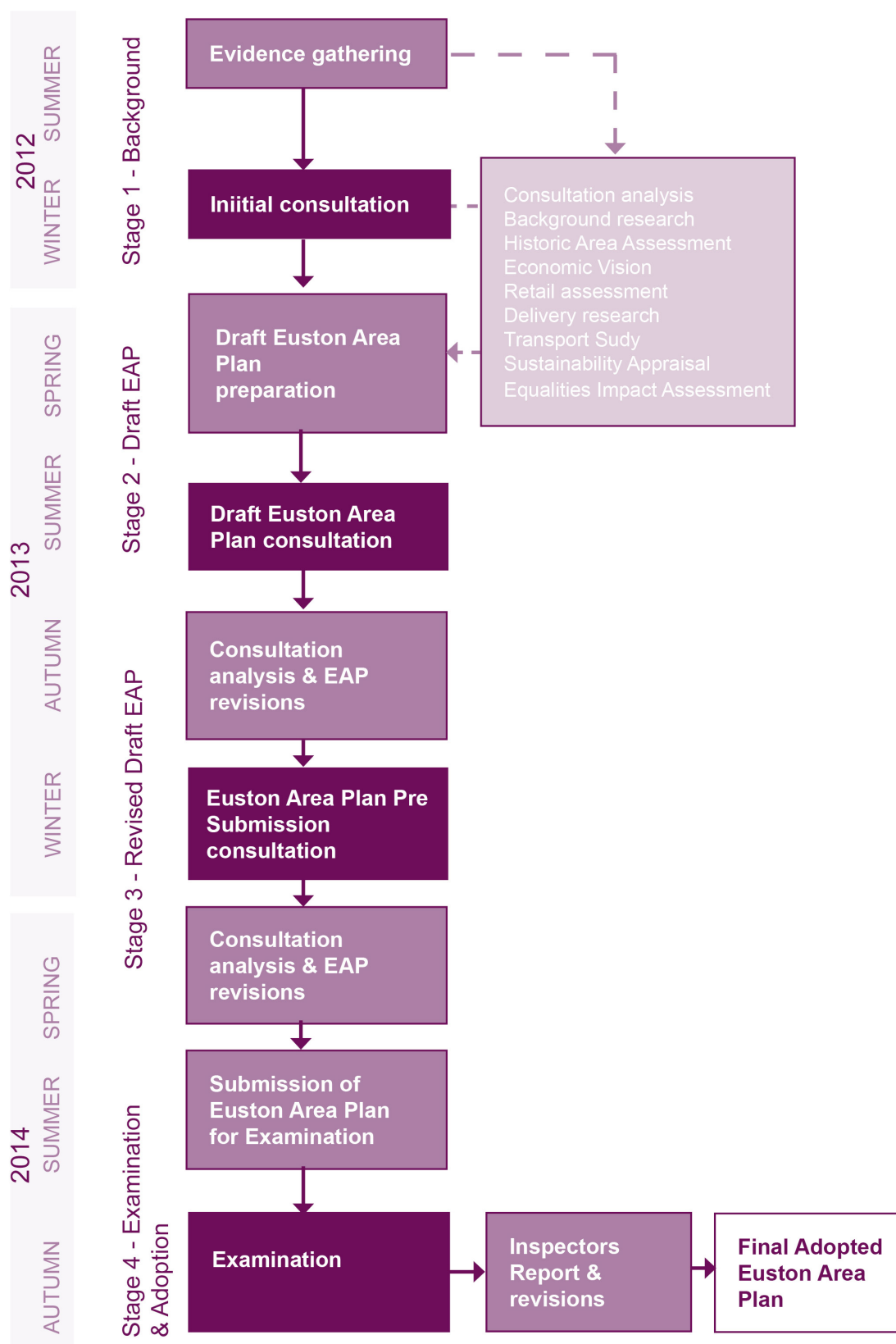


Figure 1.2 Plan production process

In a number of instances the Plan indicates requirements in relation to the HS2 works and mitigation. Where these relate to matters that will require approval under the special planning regime the Plan will be material to the consideration (where it is relevant to that approval) but where matters are determined by Parliament through the HS2 Bill this will take precedence over the Plan. The petitioning process for the Bill provides the opportunity for people to try to influence the mitigation measures and works proposed by HS2.

Any non-operational development over, under or adjoining the HS2 works will be approved under the normal planning process.

The policies in this plan should be read in conjunction with the Mayor's London Plan, Mayor's Transport Strategy and Camden Council's adopted planning documents (such as the Core Strategy) and its future Local Plan.

Having full regard to national policy and advice, development in the Euston area will be positively considered and approved if in accordance with the strategy and policy in this plan and other relevant documents, unless other material considerations indicate otherwise. Proposals that do not meet the plan's aspirations will not be permitted.

1.5 Accompanying reports: evidence base

The following reports have been prepared to inform and support the development of the Euston Area Plan and these should be consulted for more detailed information and act as the evidence base upon which this plan is based.

- Euston Area Plan Sustainability Appraisal
- Background Report – summarises the findings of the specialist technical reports and background research undertaken,
- EAP Stage 1 Consultation Report, February

2013, EAP team

- EAP Stage 2 Consultation Report, December 2013, EAP team
- Equalities Impact Assessment

Specialist reports

- Transport Study prepared by TfL
- Euston Economic Vision, Retail Assessment and Delivery Report, prepared by GVA Ltd.
- Euston Historic Area Assessment, prepared by Allies and Morrison Urban Practitioners
- Energy Masterplan, prepared by Arup for the GLA,

These documents have been kept under review as the Plan has progressed through each draft and consultation, and amendments made where appropriate. The latest versions of these are available at: www.camden.gov.uk/ldf or www.eustonareaplan.info

1.6 Consultation

Extensive consultation has been carried out during the preparation of the EAP, and the inputs of key stakeholders in the area sought, along with neighbouring authorities and those along the HS2 proposed route. Accompanying consultation reports summarise the results and resulting changes to the EAP as it progressed.



2

Context

Contents

- 2.1 London context
- 2.2 Local context
- 2.3 Character areas
- 2.4 Key issues

2 Context

It is important that the Euston Area Plan is based on an understanding of the characteristics of the area and the challenges and opportunities faced. Chapter 1 has highlighted some of the challenges potentially created by the HS2 project in the Euston area at a high level. The plan area's location between Camden Town and the more settled residential areas to the north of the borough, and the mixed city uses that make up the Central London area to the south of Euston Road also results in both challenges and opportunities.

These issues and the context are set out in this chapter, in the following sections:

- The London-wide context for the Euston Area Plan;
- The local context;
- A brief assessment of Euston's various character areas; and
- The key issues that are faced in the Plan area, including location specific potential impacts of HS2 which will need to be addressed.

2.1 London context

A strategically important location and major development opportunity

Euston is located to the north of Euston Road, and forms part of the northern boundary of the Central Activities Zone, as identified in the London Plan (2011). The London Plan identifies 16 hectares of land at Euston as an Opportunity Area with an indicative capacity for 5,000 new jobs and 1,000 new homes because it is in a strategically important location for London. As well as providing a major transport interchange at Euston Station, Euston is close to King's Cross and St Pancras International mainline stations. Euston is in the heart of a nationally significant cluster of higher education, medical and specialist medical research institutions around Euston Road and Bloomsbury. There are plans to further enhance this specialist role and attract new medical industries here, known as "Medical City". This further demonstrates the nationally important role and significant future economic potential of this area. Euston is close to major central London destinations, including:

- Major employers and institutions in the Bloomsbury area such as University College London, one of the world's top ten universities;
- King's Cross and St Pancras with international rail links, hotels and the British Library;
- Tottenham Court Road, Oxford Circus, West End and mid town commerce hubs and other key West End attractions such as Regent's Park and zoo; and
- Camden Town, an international tourist destination and creative services hub.

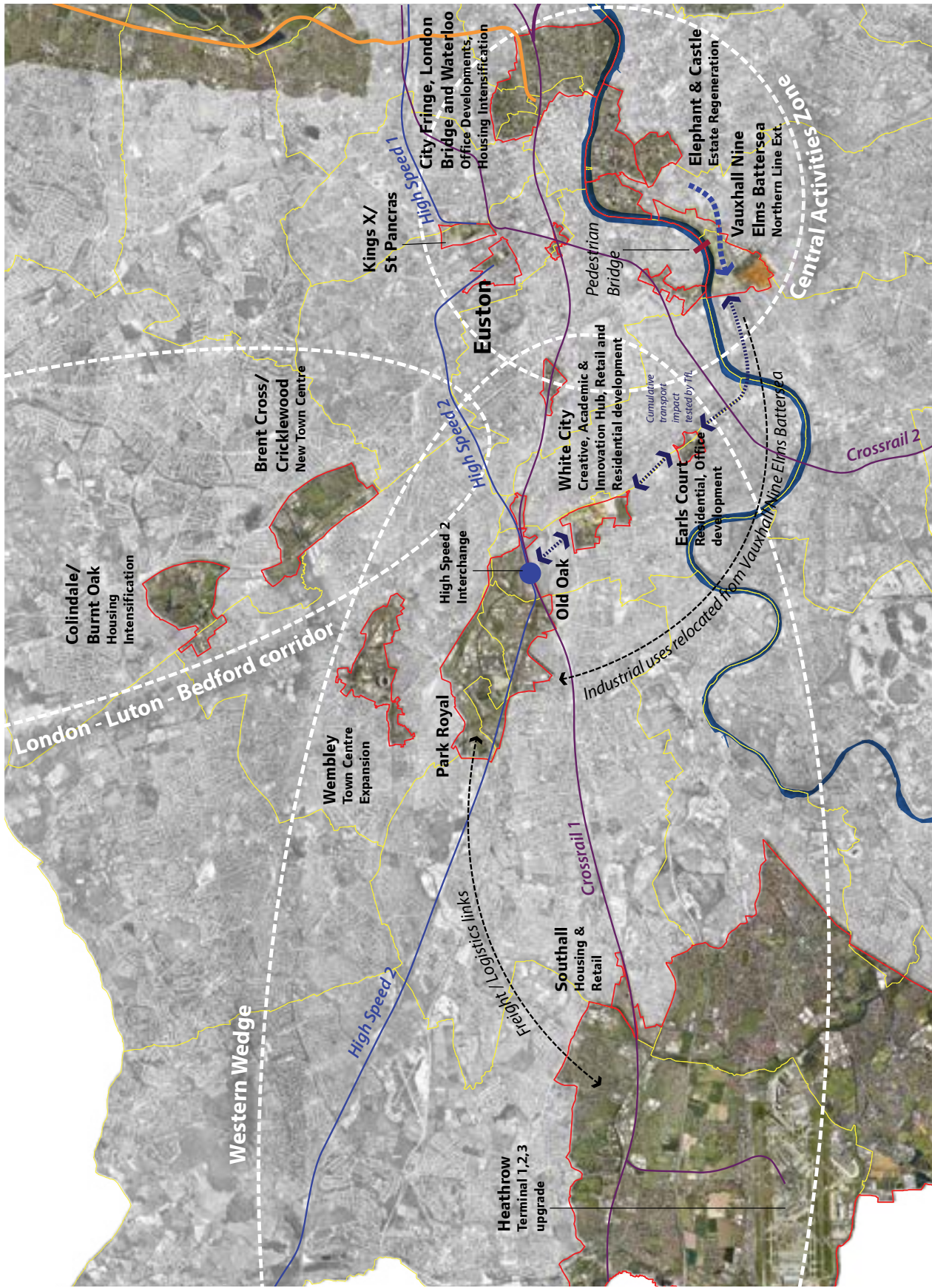


Figure 2.1 Strategic Context

The area has excellent public transport links, with National Rail, London Overground and Underground services from Euston Station, along with a number of bus services and additional Underground services from Warren Street, Mornington Crescent and Euston Square. Tottenham Court Road Station will provide an interchange with the new Crossrail route nearby.

A transport hub

The Government's proposals for Euston Station would provide enhanced links for Euston to the rest of the country, increasing its public transport connectivity and its prominence as a major National Rail terminus. A direct connection is proposed to interchange at Old Oak Common/ Willesden Junction Opportunity Area, a location of significant growth in residential and economic uses. The Mayor's Transport Strategy supports the development of a north/south high speed rail link.

In further recognition of the important strategic transport role that Euston plays, proposals for a new regional or metropolitan rail route linking south west London to north east London and beyond, are being developed through the Crossrail 2 project. Current proposals envisage a Crossrail 2 station at Euston-St Pancras. This would further enhance the area's crucial transport hub role, but also necessitate careful consideration and planning to avoid potential disruption to the communities living and working here during construction if Crossrail 2 is progressed. The Mayor of London would currently seek the provision of Crossrail 2 if HS2 goes ahead to deal with the projected additional Underground passenger demand from HS2 users.

2.2 Local Context

The changing role of Euston

The Euston area is home to a significant resident population, many of whom live within the three housing estates surrounding the station (Regent's Park, Somers Town and Amptill estates). It provides local shopping areas, specialist ethnic shops and restaurants around Drummond Street, as well as accommodating larger scale commercial uses and ground floor shops along the Euston Road Central London Frontage.

The wider area is already undergoing significant growth and change. King's Cross Central is being delivered over a ten year-build out period, and will help to transform derelict railway lands into a vibrant new urban quarter including 1,700 homes and up to 25,000 jobs as well as other mixed uses including community facilities and cultural uses. The bioscience cluster in the area also continues to develop, with the arrival of the Francis Crick Institute in 2015. These nearby changes will have a major impact on the image, feel and investment potential of the Euston area.

Any redevelopment at or around Euston Station would be likely to have significant impacts on local communities, unless properly managed and mitigated. The proposed westward expansion of Euston Station and tracks associated with HS2 would generate a number of substantial impacts the loss of homes, business premises, community facilities and open spaces. Further details are provided in Section 2.4 Key issues.

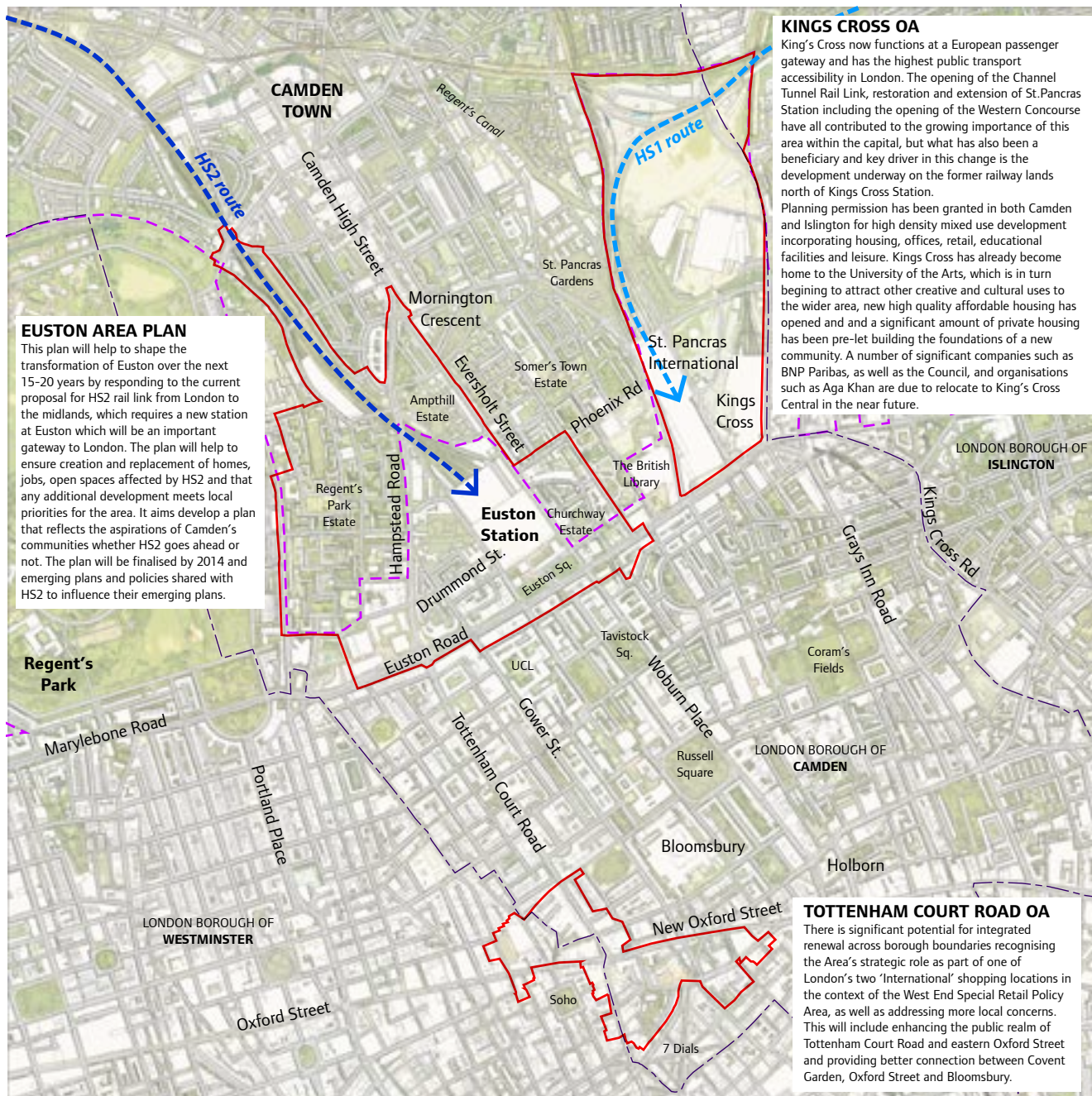


Figure 2.2 Local Context

Existing policy and guidance

Euston is designated as a growth area in existing planning policy (Camden Core Strategy and the London Plan), Camden policies identify potential for around 1,500 homes and 70,000 sqm of business space as well as in the range of 20-30,000 sqm additional retail at Euston and Camden Town, with the majority expected to be located at Euston. The Core Strategy highlights the mix of uses and priorities within Camden's Central London area, and sets out the following key aspirations for Euston growth area:

- High quality mixed use development
- Creating a high quality new station with increased passenger capacity
- Substantially improved walking links and connections through the area and to surrounding areas
- Improved safety and attractiveness of public spaces and the local environment (including open space provision)
- High quality design which preserves and enhances the area's heritage
- Improving community safety
- Ensuring that change brings benefits to local communities as well as visitors and wider London
- A comprehensive and integrated approach to development in the Euston area

Euston: A Framework for change (LB Camden Supplementary Planning Document (SPD); 2009) provides planning advice to guide future

change in the Euston area and has been reviewed and encompassed into the Euston Area Plan, which when adopted, will supersede the SPD. Any development proposals coming forward will be assessed by policy and guidance such as:

- Camden Core strategy/ Local Plan
- Camden Development Policies
- Camden Site Allocations
- Camden Planning Guidance SPD
- The London Plan and appropriate Supplementary Planning Guidance
- Other policy and strategy work in the locality will also help to shape change in the wider area:
- To the south west, the Fitzrovia Area Action Plan has been adopted by Camden Council as a shared vision for the area, coordinating development proposals across a number of significant sites. The boundaries for the EAP and the Fitzrovia Area Action Plan meet on the southern side of Euston Road at the junction with Tottenham Court Road;
- To the east, the Somers Town Community Investment Programme is being developed by Camden Council to address how growth and investment can be best coordinated to deliver maximum benefits for the communities in the Somers Town area. The Somers Town neighbourhood forum and plan area also cover this area.

2.3 Character Areas

The area covered by the Euston Area Plan is diverse in character. Seven character areas in the Euston area are described below. The specific policies and proposals for each area, which address the plan objectives, are set out

in Chapter 4. These policies and proposals are informed by the key issues (see section 2.4) covering the whole area, and guided by the development strategy in Chapter 3.

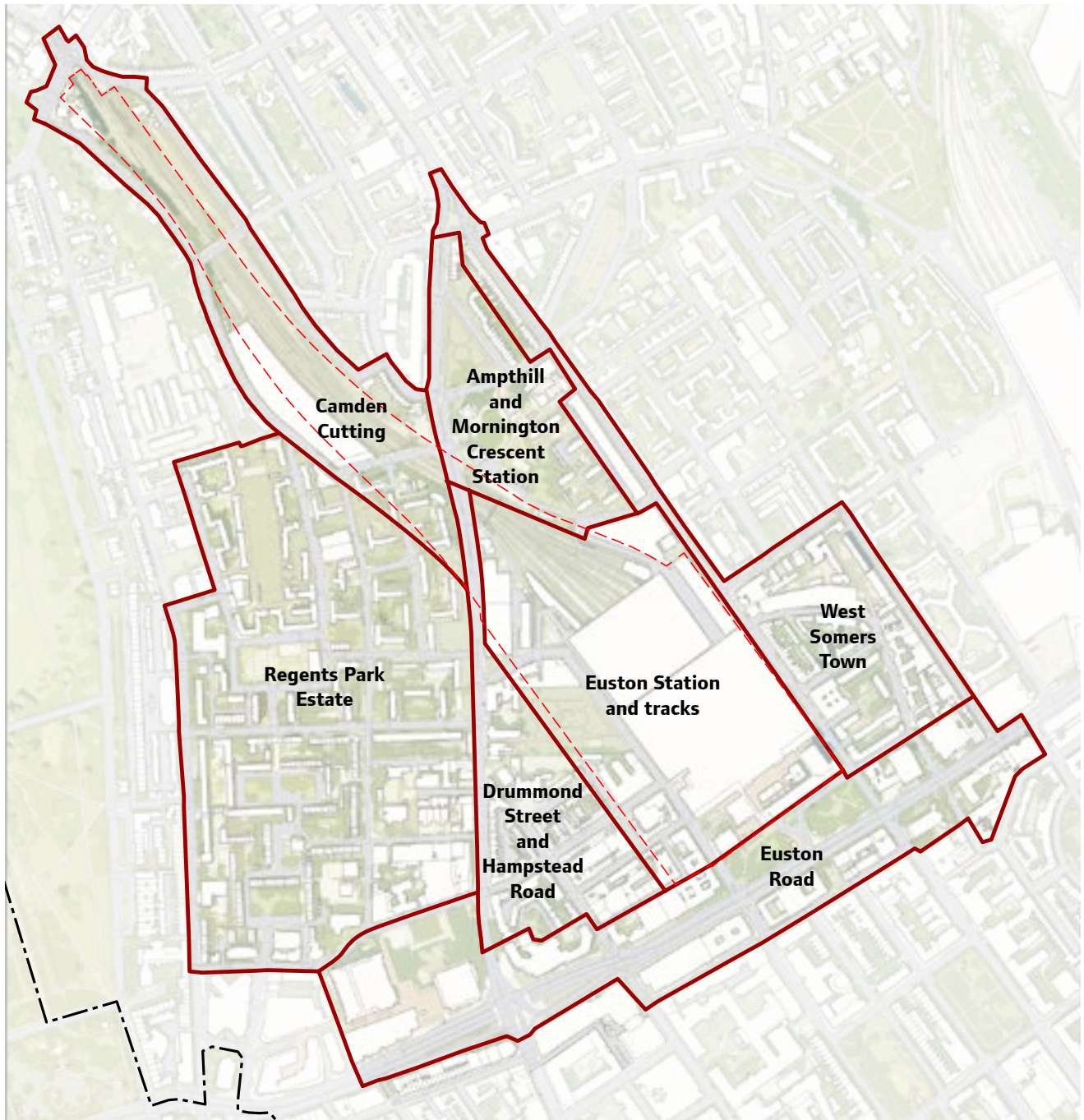


Figure 2.3 Euston's character areas



1. Euston Station and tracks

Euston Station is a major National Rail station, which is used by more than 45 million passengers a year. This figure is anticipated to at least double by the time HS2 is operational. Euston is a major London Underground station serving the Victoria and Northern lines which are already crowded at rush hours and also a strategic bus interchange location. The current configuration of the station and associated infrastructure create a barrier to pedestrian and cycle movement and serve to separate the surrounding communities. The design of the buildings, bus facilities, community safety issues and associated public realm negatively impact on the local environment and contribute towards a poor perception of the image of Euston.



2. Euston Road

Euston Road forms part of the Transport for London Road Network, and provides a strategic east-west traffic connection (including a number of bus routes) as the inner ring road and is the boundary route of the Central London Congestion Charge Zone. It is also a key pedestrian and cycle route, although heavy traffic affects the convenience and experience of pedestrian movement. The Euston Road sub area also includes Euston Square Underground station and adjoins Warren Street Underground station. As well as a major travel artery, Euston Road is home to a number of important commercial and institutional buildings, such as the British Library, University College London (UCL) and UCL Hospital, the Wellcome Trust and Friends House as well as hotels and other uses. Several of these institutional buildings are of grand scale and also listed buildings. Euston Square Gardens itself is a historic protected London Square that provides the setting for Euston Station.



3. Camden Cutting

Park Village East and Mornington Terrace/ Clarkson Row bound this character area. These streets overlook the historic railway cutting, which includes walls of local heritage value on both sides of the cutting and also the listed piers on Mornington Street Bridge (Grade II). Both streets are characterised by listed residential properties and are respectively within Regent's Park Conservation Area and Camden Town Conservation Area, and therefore provide a sensitive setting to railway lands. The character area also includes the part of Regent's Park Estate required to widen the rail tracks to build HS2.



4. Drummond Street and Hampstead Road

The Drummond Street area has a well preserved grid of historic regency terraces, containing a mix of residential and commercial uses within a tight-knit historic urban grain. It has a vibrant, distinctive character, and Drummond Street itself is recognised for its specialist ethnic shops and restaurants. To the north of the Drummond Street area, St James's Gardens is a historic open space that contains the Grade II listed structures that relate to its history as a burial ground and the National Temperance Hospital which has local heritage value. Hampstead Road forms the western boundary to this sub-area, and provides an important north-south route between Euston Road and Mornington Crescent/ Camden Town and a strategic route between the north of the borough and central London.



5. Regent's Park Estate

As a large post-war council estate, the Regent's Park Estate is primarily residential in character, with supporting community facilities, pockets of green spaces and shops. The estate includes large residential slab blocks of up to eleven storeys, along with by a mix of maisonettes (four storeys) and point blocks. Robert Street provides a main east-west route through the estate, and includes a number of shops along with community facilities. The estate also includes three market squares: Clarence Gardens, Munster Square and Cumberland Market. Cumberland Market Estate is included within the extended Regent's Park Conservation area in recognition of its historic value. This character area includes blocks within Regent's Park Estate which could be negatively impacted by the construction of HS2.



6. Amptill & Mornington Crescent Station

Amptill is a Council estate developed in the 1960s, and includes a mix of slab blocks and towers as well as Amptill Square open space. To the north of Amptill there is a terrace of Grade II listed residential properties and Greater London House that overlook Harrington Square Gardens, an historic London Square. To the east of Harrington Square, terraced properties face onto the northern end of Eversholt Street. Mornington Crescent Underground station, a Grade II listed building forms the northern tip of the study area. It marks the beginning of Camden Town and falls within Camden Town Conservation area.



7. West Somers Town

The Euston Area Plan boundary includes a small section of the Somers Town area. This sub area includes early social housing blocks, as well as Chalton Street and Eversholt Street neighbourhood shopping centres. Independently of the Euston Area Plan, the London Borough of Camden is working with the local community to develop the Somers Town Community Investment Programme, which will set out proposals for targeted improvements to the Somers Town area and also liaising with the Somers Town Neighbourhood Forum on their aspirations for the area.



2.4 Key issues

This section summarises some of the key issues for the plan area, and a summary analysis of potential urban design opportunities. A more detailed assessment of the key issues for Euston is provided in the Background Report, which accompanies this Plan, and the

specialist technical reports (see list at section 1.4). These, along with the Consultation Reports and the Sustainability Appraisal process provide the context for the development of the vision, objectives and policies in this Plan.

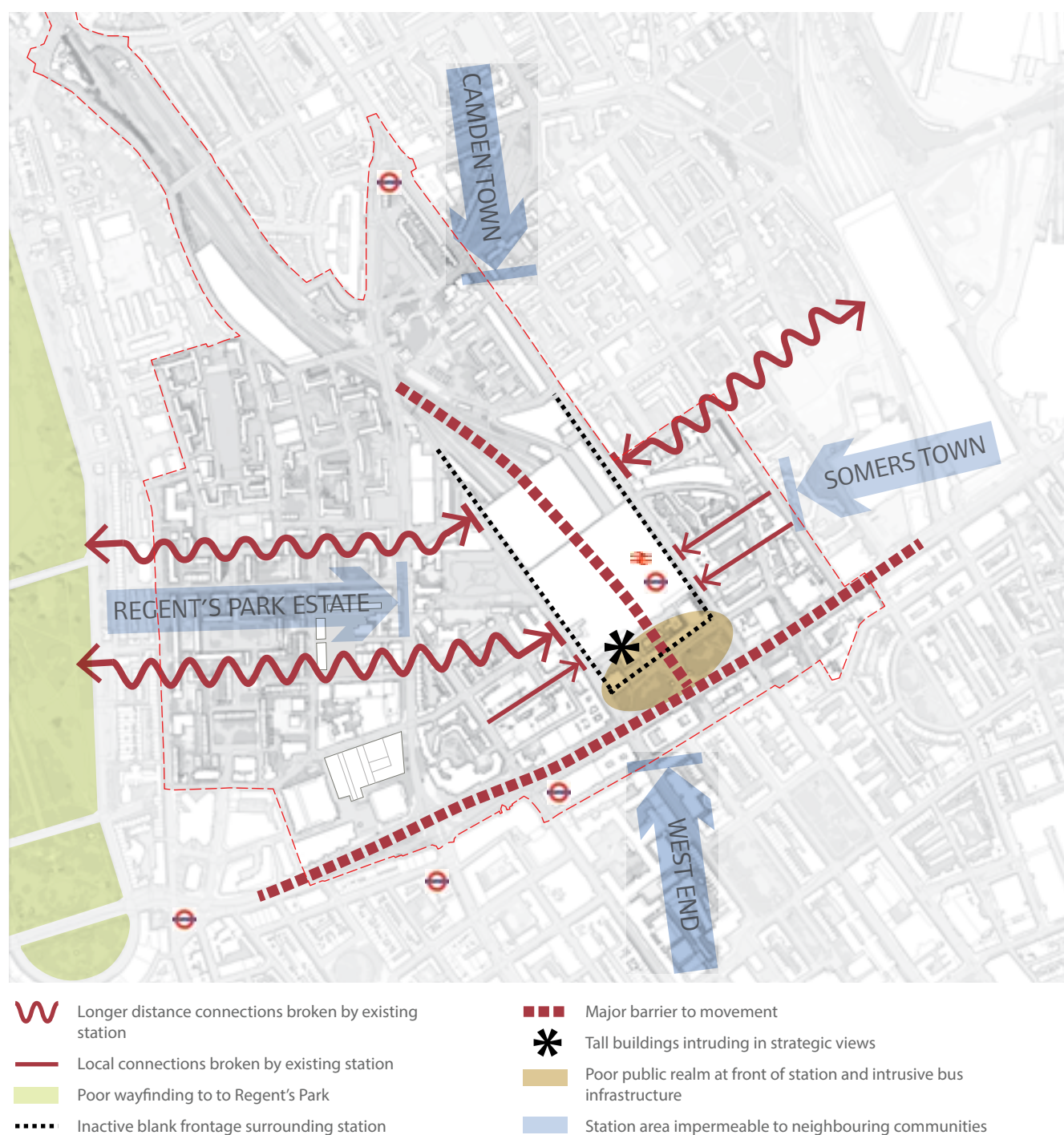


Figure 2.4 Key issues

Design

Urban Design

- The current Euston station building and tracks form a barrier between Somers Town and King's Cross to the east and Regent's Park Estate and Park to the west;
- The design of the station and tracks also restrict north-south connectivity
- Euston Road forms a major barrier to north-south connectivity and effectively severs the area from the West End;
- The existing Euston Station and surrounding public realm is dated and in need of investment. Changes in the level of the piazza, the existing bus station and a lack of clear and convenient routes from the station to Euston Road restrict wayfinding and accessibility and create a poor impression and experience;
- The quality and use of Euston Square Gardens is compromised by the current bus station arrangement, the layout of the gardens and the dominance of Euston Road traffic;
- There are blank frontages on either side of the station building at Eversholt Street and Cardington Street which contribute towards a poor pedestrian environment here;
- Wayfinding and accessibility around Regent's Park Estate are poor; and
- The area is covered by several protected views in the Mayor's London View Management Framework which limit the scale of new development which some of the current buildings in front of Euston Station intrude. A desire to keep development around Euston to a human scale was highlighted in consultation responses.

Heritage

- The study area includes parts of three conservation areas, over 50 listed buildings and features, and five designated London Squares.
- At the southern end of the Euston Area Plan area is the Bloomsbury Conservation Area, which includes a cluster of listed buildings around Euston Road, including the Grade I Listed Church of St Pancras, the Grade II* Listed Euston fire station and 1-9 Melton Street as well as a number of Grade II Listed buildings including Friends House and the Wellcome Building. Euston Square Gardens is a designated London Square, and contains a number of listed structures.
- In addition to Euston Square Gardens, the Euston Area Plan area includes Amptill Square, Harrington Square, Clarence Gardens and Munster Square all also London Squares.
- Elsewhere in the Euston Area Plan boundary are parts of the Camden Town Conservation Area (to the north and east) and the Regent's Park Conservation Area (to the west). At the meeting point of these conservation areas, a number of important heritage assets surround the northern part of the Camden Cutting. These include Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.
- Other assets of historic significance in the Euston area include the fine grained areas around Drummond Street and Chalton Street, St James's Gardens open space, the National Temperance Hospital site, and the inter war social housing estates of Somers Town.

- A number of important heritage assets outside Camden are also noteworthy, in particular Regent's Park, designated Historic Park and Garden, and nationally important Grade I Listed buildings that surround the park. Development would need to consider potential impacts on the setting of these heritage assets.
- Heritage assets in the Euston area make an important contribution to local character, sense of place and identity. The importance of conserving and enhancing heritage in the EAP area was highlighted in community feedback received.

Land use

Housing

- There is significant need for new housing in Camden, especially for affordable homes. Housing is therefore Camden's priority land use.
- The Euston area has a very high proportion of social housing (and a low proportion of private ownership) compared to the Camden average
- 215 (mainly affordable) homes would be lost as a result of HS2 due to the proposed westward expansion of Euston Station and tracks.
- Consultation responses showed that housing, particularly affordable housing was the most frequently prioritised for accommodation in the EAP area by local communities and organisations such as the Francis Crick Institute and Wellcome Trust.

Economy and employment

- There are significant concentrations of knowledge economy uses around Euston, with a nationally significant cluster of medical and specialist medical research institutions.
- Bloomsbury is home to a number of Higher Education institutions, including the main campus for University College London.
- Consultation responses generally indicated a lack of support for chain shops and large corporations in favour of support for local businesses and training.
- HS2 could bring a range of impacts on local businesses in the Euston area, including the loss of business premises, and potential ongoing impacts on remaining businesses and wider investment potential during the prolonged construction process. The HS2 Environmental Statement identifies

the significant effects on the economy in the area. HS2 Ltd is working with Camden Council to develop a comprehensive package of mitigation, compensation and local management measures to prevent or minimise these impacts.

- The redevelopment of Euston Station (either with or without HS2) offers the opportunity to introduce new uses and development to take advantage of the economic potential of Euston's well connected, Central London location.
- A key challenge for new development is to ensure that local people are able to take advantage of any potential future employment opportunities at Euston.

Town centres and retail

- The Euston area includes part of the King's Cross/ Euston Road Central London Frontage as well as Drummond Street, Albany Street/ Robert Street, Chalton Street and Eversholt Street neighbourhood centres.
- The Camden Core Strategy distributes in the range of 20-30,000 square metres additional A1 retail at Euston and Camden Town, with the majority expected to take place at Euston. The Euston Area Plan retail assessment (GVA consultants, 2013) indicates that the area could accommodate a net increase up to 16,500 square metres of retail and food and drink uses (use classes A1-A5) taking into account potential impacts on surrounding centres, wider capacity and economic visioning work.
- Drummond Street and Eversholt Street neighbourhood centres may be put at risk as a result of prolonged HS2 construction activity.
- Vacancy rates in the King's Cross/ Euston Road Central London Frontage have

remained relatively static over recent years at 25% (this figure includes vacant units within a block which is subject to redevelopment proposals). Vacancy rates in the neighbourhood centres vary, from 4% on Drummond Street to 13% on Chalton Street.

- Over the longer term, the redevelopment of Euston Station, with housing and jobs growth could have significant impacts on the role and vitality of existing retail centres in the Euston area.

Social and community infrastructure

- Deprivation, unemployment, educational attainment and poor health are significant issues for communities to the north of Euston Road.
- The Euston area has a relatively young population and a comparatively high Bangladeshi population.
- There are a range of community facilities and services in and around the study area, including education and health facilities, community centres and libraries, and open spaces.
- Parts of the area experience community safety issues, such as rough sleepers and street drinking.
- The Maria Fidelis Lower School is very close to the proposed HS2 construction works. There are aspirations to consolidate the school with the upper school on Phoenix Road in advance of the construction of HS2, which HS2 Limited is assisting with.

Transport and public realm

- Euston is extremely well connected, with National Rail, London Underground, and bus routes, as well as proximity to key destinations such as Central London, Bloomsbury, the West End and Camden Town.
- Travel choice within the plan area reflects the area's high accessibility to public transport. Two thirds of the trips from or to the area in the AM peak are currently being undertaken by bus (17 per cent), the Underground (30 per cent) or by National Rail (19 per cent). Walking mode share is 22 per cent, vehicles 10 per cent and with cycling at 3 per cent (LTDS, 2005/6 – 2010/11, TfL).
- Euston Road, Euston Station and tracks are barriers to north-south and east-west pedestrian movement and create a poor local environment.
- Collisions occur along the entire length of Euston Road with concentrations at junctions and pedestrian crossings. The collision rate is above average compared to other parts of the TLRN. This is related to the busy nature of the road with high levels of traffic, pedestrians and cyclists.
- While Euston Station provides an important interchange for rail, Tube and bus modes, there is currently a poor environment for users and pedestrians.
- The existing bus station arrangement provides important interchange facilities but is poorly designed in terms of the wider public realm and movement, creating an unattractive pedestrian and cycle environment.
- The Euston Underground service access is within the National Rail station footprint and is the only Underground station on the network without a dedicated access
- From Euston Station there is a high level of crowding on the southbound Victoria line and both branches of the southbound Northern line.
- There are high volumes of taxis from Euston Station which currently stop in a poor quality basement taxi standing area.
- Existing transport pressures, general growth in the use of Euston Station and additional passenger numbers associated with HS2 will create a need for significant infrastructure enhancements to enable the onward movement of additional passengers.



Environment and open space

Environment

- The Euston Road corridor is identified as having strong potential to deliver a new decentralised energy network to help Camden achieve its challenging borough-wide CO2 reduction targets to 2050.
- Surface water flooding is an issue in the area, with particular risks around Euston Station.
- Euston Road experiences significant problems with air quality and noise as a result of traffic emissions and vehicle noise. The Mayor's Air Quality Strategy identifies Euston Road as an air quality focus area in central London, and it is also identified as a first priority location for noise management under the Environmental Noise (England) Regulations 2006 due to noise levels from traffic sources.
- St James' Gardens is a local Site of Importance for Nature Conservation and along with Euston Square Gardens contributes towards the delivery of Camden's Biodiversity Action Plan.
- Consultation results revealed air pollution and the impact of buses and taxis are an important concern for local people in relation to Euston Road particularly.
- A significant number of mature trees in open spaces and street trees are likely to be lost as a result of HS2.

Open space

- HS2 would result in the permanent loss of two thirds of St James's Gardens open space as well as all of Hampstead Road open space.
- The whole of St James Gardens, Hampstead Road open space and Euston Square Gardens will be temporarily lost as they are likely to be required to construct HS2 and therefore will not be useable for 11 years during the HS2 construction period.
- The EAP is therefore an important framework to plan for the medium and long term open space reprovision requirements resulting from HS2 construction.
- Consultation results throughout plan preparation revealed open space and parks were highly valued, particularly to the north of the plan area.

Key issues, consultation and implications for plan objectives

The key issues here have been developed as an iterative process during plan preparation and many informed the drafting of the initial objectives consulted on in 2012. The results of both stages of the consultation process revealed consistent support for the EAP objectives and minor amendments were made to reflect comments and suggestions received.



3

Development Strategy

Contents

- 3.1 Overall strategy
- 3.2 Land use strategy
- 3.3 Design strategy
- 3.4 Transport strategy
- 3.5 Environment and open space strategy

3 Development strategy

Introduction

This chapter sets out an overarching planning framework for the Euston area reflecting the plan vision and objectives and informed by the key issues as summarised in chapter 2. The process of considering policy and development strategy options is detailed in the Sustainability Appraisal.

The context for the redevelopment of Euston Station is set out below. Following this, the remainder of the chapter sets out the Euston Area Plan development strategy in five sections as follows:

3.1 Overall strategy –

overarching spatial concept and presumption in favour of sustainable development

3.2 Land use strategy –

policy and guidance for key land uses across the area: homes, economy and employment, retail and leisure, social infrastructure and meanwhile uses

3.3 Design strategy -

overarching urban design, heritage and public realm principles, policy and illustrative masterplan

3.4 Transport strategy –

key transport priorities and overarching transport policy

3.5 Environment & open space strategy –

an overarching energy masterplan, green infrastructure plan including open space and principles to improve the environmental quality of the area

Euston station redevelopment context

The existing station building and tracks at Euston separate surrounding communities as they are a physical barrier to movement, and the large expanses of blank walls around the edge of the station create a poor local street environment.

As mentioned earlier in the plan, the redevelopment of Euston Station is a hugely significant regeneration and economic opportunity, which could contribute towards the local, London and national economy through integrating a new/refurbished station with high quality development above it. There are a number of potential options for station redevelopment at Euston which could be progressed as part of the HS2 project, jointly with Network Rail or through a separate Network Rail redevelopment of the station. These are summarised below and the policies in this plan seek to provide a flexible framework to progress any of the station design scenarios set out below.

1: Sub surface comprehensive station redevelopment

The original baseline concept for the HS2 terminus at Euston involved the demolition of the existing station and redevelopment of a new expanded station with sub surface tracks and platforms. This concept, the “baseline” scheme, formed the basis for the development of the EAP up until March 2013. The Government then indicated it was minded to progress a revised option for Euston Station (see Option 2 - adjacent) on the grounds of programme and cost constraints. Subsequently, prompted by the findings of the HS2 Plus Report, the Secretary of State for Transport has asked (17th March 2014) HS2 Ltd and Network Rail to develop plans for a “level deck” station

design (similar to the original HS2 baseline). The baseline, level deck or similar design would better meet the objectives of this Plan and make the best of the regeneration opportunities here.

2: New high speed terminus alongside existing station

This option allows for the retention of part of the existing station building and tracks, adding a new high speed rail station at the western side and is included in the original November 2013 HS2 Environmental Statement for the HS2 Hybrid Bill. The ability to achieve key objectives of the EAP is severely constrained by this option. East-west ground level streets above the new station are not possible if tracks and platforms are not lowered to sub surface level.

3: Redevelopment on existing station footprint

The redevelopment of Euston could be progressed within the existing station footprint, in the event that the HS2 project is not progressed, or with alternative design solutions such as the community led Double Deck Down station design, with High Speed Two platforms and tracks at a lower level and Network Rail tracks at ground level. These options would reduce the required demolition of homes, business premises and open spaces and mitigation requirements associated with proposals on an expanded station footprint. Therefore illustrations of how the principles for station design could be applied to the existing station footprint are also provided.

Comparison

The EAP Sustainability Appraisal which has been prepared alongside the EAP highlights the sustainability benefits of lowering the track and platforms and redeveloping the station to allow for the creation of new streets, open space and buildings above. The appraisal also

highlights the benefits of a comprehensive approach to redeveloping the station area, even where the existing basic station infrastructure is fundamentally retained, but clearly shows the most benefits for the area can be secured through a scheme similar to the baseline station design which lowers platforms and tracks. Options to redevelop Euston Station on the existing station footprint would bring benefits in terms of avoiding demolitions and associated mitigation requirements, although such approaches would reduce the ability to provide new at-grade streets, open spaces and building entrances.

3.1 Overall strategy

An overarching strategy for the Euston area is illustrated in figure 3.1. The diagram illustrates key spatial elements of the vision and objectives for the area as set out in chapter 1:

- Securing long term benefits from station redevelopment for existing neighbouring communities and helping to mitigate the shorter term impacts of HS2;
- Focus growth and development at:
 - Euston Station, where significant new mixed use development will establish the Station and Tracks site as a major destination in its own right
 - Regent's Park Estate, with regeneration and infill delivering new housing, including affordable housing
- Enhancing Euston's role and image in the central London and national economy through world class station development and capitalising on the cluster of science and knowledge institutions already in the area;
- Improving connectivity, particularly east-west pedestrian links to draw neighbourhoods together and improve access between Regent's Park, Euston, St Pancras and King's Cross stations;
- Enhancing links to the West End and reducing the barrier effect of Euston Road;
- Creating a network of new and improved open spaces, with a large new open space west of Euston Station;
- Seeking to ensure that growth and change can protect and enhance existing local centres, In particular Drummond Street and Eversholt Street;
- Taking opportunities to repair historic routes and frontages and to deliver improvements to the settings of heritage assets; and.

- Prioritising walking and cycling, and promoting enhanced interchange and public transport provision in a world class new Euston Station.

Presumption in favour of sustainable development

As part of the overarching strategy approach to the Euston Area Plan, a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework will be taken when considering development proposals within the area. The planning authorities will work proactively with applicants to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with up-to-date land use, design and development principles in the Euston Area Plan (and with the up-to-date policies in the Camden Core Strategy/Local Plan, London Plan, Camden Development Policies and, where relevant, any neighbourhood plans) will be approved without delay and applications that conflict will be refused, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in that Framework indicate that development should be restricted.



Figure 3.1 : Overall spatial concept illustration

3.2 Land use strategy

Relevant objectives:

1. prioritising local people's needs
2. making the best use of new space
5. providing jobs and boosting the local economy

Strategic Principle EAP 1

A: Overall Mix

New development above and around Euston Station should maximise the potential to create a major new economic hub of new commercial, knowledge based, science and creative sector industries to reflect the Knowledge Quarter ambitions for the area and which could include uses to complement the Mayor's emerging "Med City" vision for the Euston Road Corridor. The wider plan area will provide a range of mixed uses including a significant amount of residential, particularly to the north of the station reflecting its transitional role between settled areas to the north of Camden and the mix of uses in Central London. Development above the station and tracks should seek to accommodate the majority of the development for the plan area and seek to exceed the targets set below provided it meets wider policies in this plan, the London Plan and Camden's Local Development Framework Plans. Where necessary proposals will be expected to re-provide uses lost as a result of station redevelopment.

The appropriate mix of uses will include:

B: Homes

- Between 2,800 and approximately 3,800 additional homes along with the provision of appropriate replacement homes across the whole Euston plan area should be provided as a mix of unit sizes, whilst ensuring a high quality residential environment. A proportion of student housing may be appropriate as part of this additional housing provision but the priority will be to maximise the provision of these units as permanent homes to meet local housing needs, therefore at least 75% of new housing should be provided as permanent self contained homes (use class C3).
- The Council will negotiate to seek the maximum reasonable amount of affordable housing and seek types of affordable housing and rents that are appropriate in the context of the high house prices and market rents in the Euston area, the incomes and size of households in need of affordable housing, particularly the need for affordable family housing and the demand for intermediate housing in the area.
- The range of housing capable of delivery is dependent upon the footprint and design of Euston station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies. The highest number of homes could be delivered with a comprehensive station redevelopment.
- In addition to this, opportunities will be taken to deliver the regeneration of existing housing estates through the provision of new and replacement housing as largely infill development where appropriate, in consultation with residents.

C: Economy and employment

- Between 180,000 and approximately 280,000 sqm of employment/economic floorspace across the Euston area including replacement floorspace, providing between 7,700 and approximately 14,100 additional jobs as well as around 1,400 replacement jobs. New economic uses should support the local economy and include local people in the opportunities created by development as well as contributing to the wider London and national economy, particularly strengthening the role of the area's cluster of science and education institutions.
- The range of employment/economic floorspace capable of delivery is dependent upon the footprint and design of Euston station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies.
- A cluster of knowledge based, research and creative uses, will be encouraged, particularly uses which will help to realise Camden Council's Knowledge Quarter aspirations which could include medical uses to complement the Mayor's emerging "Med City" proposals, with a significant proportion of employment floorspace supporting related uses. To assist with this we will seek at least 30% of new commercial floorspace to be provided as knowledge based/science/research and creative sector uses including supporting educational facilities where required.
- A mix of employment generating and economic uses should be accommodated in the EAP area, focused around the Euston Station site, including:
 - Mainstream office uses - (B1a use class) to provide a mix for institutions, corporate occupiers and small businesses
 - Research and development space – (B1b use class) capable of meeting specific requirements of research intensive activities particularly life sciences, human health, creative and digital sectors. A proportion of this employment floorspace could be provided as education space (D1 use class) where it is demonstrated to be necessary to complement the core B1b research and development space and helps to achieve the overall aspiration to create a knowledge based cluster of uses here

D: Retail and leisure

- In the region of 20,000 sqm of new and re-provided retail (use classes A1-A5) of which around 50% should be A1 shops to meet demand from Euston station, contribute to vibrant streets and reinforce the role of existing centres.
- New retail and leisure uses should be focused towards the Euston station site, to serve the needs of passengers and support growth and development here, and towards the Euston Road Central London Frontage where opportunities emerge. Smaller scale retail to meet the needs of local communities in neighbourhood centres and along key streets will also be supported.

E: Social infrastructure

Education, health and other community facilities should be provided to support new development and reflect local priorities and needs.

F: Meanwhile uses

Flexibility will be applied on proposals for appropriate temporary alternative uses on buildings and sites if the current use is no longer viable as a result of HS2 and associated construction works. Support will be given to temporary uses that enhance the vibrancy and vitality of the area, promote existing local businesses, and support the development of a knowledge based cluster in the Euston area.

Homes

1. Replacing housing lost as a result of HS2

Camden is working to identify a range of sites that could be used to provide homes to replace those lost as a result of HS2, in order to allow people to stay in the area. While the timing of demolitions associated with HS2 is to be established by parliament, Camden Council requires that the delivery of replacement homes is timed so that tenants who will lose their homes only move once. Where reasonably practical, therefore, replacement homes should be completed before the demolition of existing homes commences and so priority will be given to reprovion sites. As part of the additional housing provision through infill and renewal sites in existing housing estates (see below), Camden Council will seek to make additional intermediate and private housing delivered in the Euston area available for potential purchase by leaseholders who will lose their homes as a result of HS2.

The construction and eventual operation of HS2 from Euston Station will create a different context for the surrounding area which may result in increased pressure for different types of uses in some places. Whilst it will be important to retain the special character of areas such as Drummond Street, there may be circumstances where properties become vacant or the uses are no longer suited to the changed context. In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses, particularly during the construction period of HS2. Consideration will be given to potential need for a permanent change of use once the impacts of the physical surrounding environment and operation of the station and tracks are known.

2. Additional housing

Quantum and distribution

Between 2,800 and approximately 3,800 additional homes along with appropriate housing reprovion for those lost due to rail construction or redevelopment will be delivered in the Euston area by 2031. The priority is for the provision of these as new permanent homes to meet housing needs in the area; therefore at least 75% of units should be permanent self contained homes (use class C3). The amount of housing appropriate will be dependent upon the footprint and design of Euston Station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies. A comprehensive scheme which lowers platforms and tracks is likely to be capable of supporting the higher level of housing provision. This housing projection indicates higher delivery than that identified in the London Plan and the Camden Core Strategy, reflecting additional capacity identified through masterplanning work.

New and replacement housing would be focused at:

- the Euston Station and Tracks and the Camden Cutting sub areas, subject to the feasibility of decking opportunities; and
- infill and renewal sites in existing housing estates, delivered through Camden Council's Community Investment Programme.

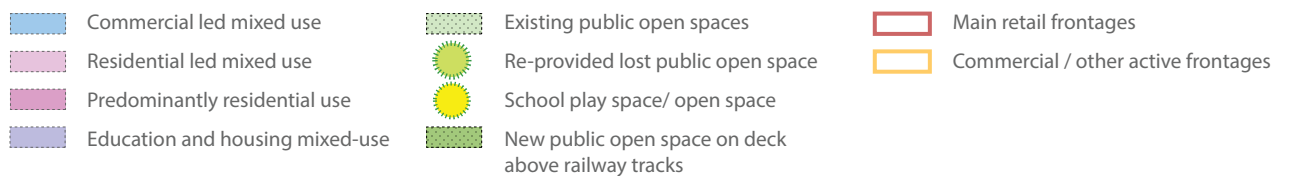


Figure 3.2 Overall land use strategy for Euston which should be applied to any form of station redevelopment

Affordable housing and housing mix

Affordable housing will be sought in line with policies CS6 of the Camden Core Strategy and DP3 of the Camden Development Policies document. Development will be required to provide the maximum reasonable level of housing and affordable housing on individual sites. The types of affordable housing that are provided in the area will be carefully assessed to ensure that they are affordable to the households that need them. Market rents are beyond the reach of many families in housing need therefore the council will encourage the provision of affordable housing that costs no more than 80% of local rent (including service charges where applicable) and give priority to family homes at or around the level of guideline target rents as resources and development viability permit. Camden Council's guidance, CPG2, Housing provides more details on how local development plan policies are implemented for affordable housing.

It is anticipated that the level of affordable housing that will be deliverable on some development sites in the Euston area will be affected by site specific viability issues. At Euston Station, decking costs, engineering constraints and environmental issues are likely to present viability issues. In estate regeneration schemes, any costs associated with the re-provision of existing homes will be taken into account, as well as the creation of mixed and inclusive communities.

Local businesses and other organisations have highlighted difficulties faced by staff in accessing residential accommodation in Camden. The provision of intermediate housing as part of the affordable housing mix can help to address such issues by providing housing at less than the market rate. Intermediate housing should be affordable to households whose annual income is in the range set out in the London Plan and subsequent Annual Monitoring Reports.

A range of unit sizes will be sought, reflecting the priorities set out under policy DP5 of the Camden Development Policies.

Ensuring a high quality environment for residents:

Particular regard should be given to the need to avoid and mitigate the potential impacts of noise and vibration from transport infrastructure and services on the amenity of existing and future residents including new landscaping and planting.

Delivery information and indicative phasing for new and replacement housing referred to in this section is set out in detail in chapter 4, Places and summarised on a site by site/project basis in appendix 1, Delivery Plans – Summary table.

Economy and employment

The Euston area has great potential to capitalise on the burgeoning science, knowledge and creative industries at its heart through the redevelopment of the station. The significant development potential is a once in a generation opportunity to secure transformational regeneration and fully realise the economic potential of the area. This section focuses on employment generating uses such as offices (B1a) and workshops (B1b) along with uses that make a significant contribution to the knowledge economy, including larger scale medical and research-based uses, including D1 uses. Whilst other uses such as shops and leisure uses also contribute to the economy and employment, these are addressed separately in the retail and leisure section below. The majority of employment uses will be focused within the Euston Station and tracks area, therefore for commentary on the delivery of these elements please view section 4.1 of this plan, and appendix 1 to view the delivery plan summary table.

1. Amount and distribution of new employment floorspace

Given its location, connections and neighbouring activities Euston provides a major opportunity to attract high value, knowledge based employment and activity with a range of innovative, corporate, science and creative industries. The area has the potential to accommodate in the range of between 180,000 and approximately 280,000 sqm of employment/economic floorspace including replacement floorspace, providing between 7,700 and approximately 14,100 additional jobs and around 1,400 replacement jobs to replace those in parts proposed for redevelopment. The amount of floorspace appropriate will be dependent upon the footprint and design of Euston Station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with the plan objectives

and policies. A comprehensive scheme which lowers platforms and tracks is likely to be capable of supporting a higher level of employment/economic floorspace, and create a suitable environment capable of securing higher value employment and realising the full potential of the knowledge economy at Euston.

New employment uses will be focused at the Euston Station site, with further uses on the Euston Road Central London Frontage where opportunities emerge, and smaller scale uses in neighbourhood centres where appropriate. The mix of floorspace should include both B1a office floorspace and B1b research and development floorspace this should be focused around the station area. In recognition of the need for teaching facilities associated with the B1b research space, a proportion of this floorspace could be provided as education space (D1 use class). It should be demonstrated that the D1 uses are necessary to complement the core B1b research and development space, and help to achieve the overall aspiration to create a knowledge based cluster of research and creative uses here.

The total employment floorspace would provide higher delivery than that identified in the London Plan and the Camden Core Strategy, reflecting additional capacity identified as a result of the expanded Euston Station footprint and decking opportunities resulting from station redevelopment, with the higher level of floorspace possible if a scheme which lowers platforms and tracks is progressed.

2. Types of new economic and employment floorspace

Euston has significant potential as a hub of economic activity, building on its current assets. It offers the opportunity to combine corporate office, scientific research and development, creative industries and technology sector activity to consolidate the unique innovation, science and knowledge cluster for London emerging in the area. The potential is driven by the proximity to core West End office markets, the presence of internationally and nationally important medical, bioscience, digital and creative cultural institutions and businesses and unrivalled accessibility.

Economic visioning work carried out in support of the Euston Area Plan (GVA, 2013) recommends that in order to develop a critical mass of knowledge based science/ research and creative uses in the Euston area, opportunities for at least 50,-70,000 sqm of knowledge sector space should be incorporated in future planning. In seeking to encourage a cluster of such uses, Camden and the GLA will therefore seek the provision of approximately 30% of the potential new commercial floorspace at Euston as knowledge based, science/ research and creative sector uses, including supporting educational facilities where required.

A combination of floorspace is likely to be required including:

- *Large office floorplate provision* to meet larger corporate office requirements;
- *Large floorplate research and development space*, likely to require bespoke property types capable of accommodating laboratory, clinical and studio space;
- *Business hub uses* including flexible workspace, conferencing facilities and networking space;
- *Space for small and medium sized businesses*, with particular opportunities to provide for creative uses in existing fine

grain neighbourhoods away from the Euston Station site; and

- *Supporting education floorspace*, to provide space for associated teaching facilities.

The provision of smaller spaces will form an important part of the innovation ecosystem, supporting the growth of research and development and creative industry start ups. Provision for knowledge-based, innovative and creative uses could take a variety of forms, including managed affordable or incubator workspace and specialised spaces where required by specific occupiers.

Smaller business spaces could be provided where opportunities emerge in neighbourhood centres, for example in the upper floors of currently under-used spaces. This will help to build upon and reinforce local character and vibrancy, and encourage the location of creative industries who often operate from smaller spaces and mixed use buildings and neighbourhoods. Priority will also be given to the provision of smaller business spaces to replace existing businesses lost due to the construction of HS2, provided at initially discounted rates in new development where appropriate and feasible.

As part of the approach to promoting knowledge based, science and creative industries, this Plan seeks to promote improvements to physical connections and the quality of public realm linking Euston with key knowledge based industries in Bloomsbury, elsewhere along Euston Road, King's Cross and Camden Town.

Economic visioning work produced in support of the Euston Area Plan (GVA, 2013) highlights the importance of creating a unique character, identity and vibrancy in order to generate the most economic value and opportunities for Euston. The overall development strategy for Euston Area seeks to ensure a high quality public realm and buildings, and a mix of uses, in order to maximise opportunities at Euston.

3. Local businesses and employment opportunities

It is essential that new development considers its impact on the local economy, and new economic uses should seek to complement the role and character of existing businesses in the Euston area.

The level of growth identified for the Euston area provides an opportunity to address existing issues in terms of deprivation, education and unemployment around Euston. It is important to ensure that local people are able to take advantage of potential future economic and employment opportunities at Euston. On the Euston Station site, long lead in times for development provide a particularly strong opportunity to pursue this aim. HS2 Ltd has given a commitment to using the HS2 project to maximise the creation of new apprenticeships, as well as affording opportunities to existing apprentices employed in the supply chain. Camden Council also considers that development proposals for HS2 works at Euston Station and its environs could include measures to enable local people to access employment opportunities and will work with HS2 Ltd on this issue. In addition, development proposals above and around Euston Station and its environs should include measures to enable local people to access employment opportunities, following best practice at the King's Cross Central development, including provision for:

- *Construction training for local residents:* given the scale of development potential at Euston, there is potential to consider how the Construction Training Centre at King's Cross could be consolidated or moved to meet the opportunity at Euston. Skills mapping and forecasting will need to be undertaken related to construction and other sectors.
- *Skills training for local residents:* This should help local residents to access end user jobs created by development at Euston. A key priority will be providing apprenticeship

opportunities for young people and employer and employment focused training

- *Job brokerage:* a dedicated, demand-led skills and recruitment centre to help local people access the range of end user jobs to be provided in the new development.

Education will play a crucial role in enabling local people to take advantage of long term opportunities at Euston. Major stakeholders should continue to work through schools to establish the core skills and levels of aspiration needed to enable an increasing number of local residents to access knowledge economy jobs, and to work with FE colleges to deliver the types of courses required to support knowledge economy and other apprenticeships.

Retail and leisure

Retail and leisure uses include A1 shops, other 'A' class uses including financial and professional services to the public, cafes restaurants and drinking establishments, D2 uses (assembly and leisure) and hotels.

1. Distribution of retail and leisure uses

There is the potential for significant additional retail to be provided as part of mixed use development at Euston, serving the needs of station passengers, local occupiers and residents, as well as contributing to the vibrancy of the area.

The Core Strategy allows for in the range of 20 – 30,000 sqm of additional A1 retail at Euston and Camden Town, with the majority expected to take place at Euston. It is anticipated that in the region of 20,000 sqm (use class A1-A5) retail could be provided at Euston largely focused around and within the station, based on updated retail analysis, further work in relation to the development potential of Euston Station, the creation of a mixed and vibrant place and apparent built constraints affecting the station site. This figure would deliver net growth of up to 16,450 sqm of retail (A1-A5 uses), as well as the re-provision of around 3,550 sqm of existing retail at Euston Station and would help to meet latent demand for additional retail provision at the station based on the current passenger numbers. Although this indicative figure does not necessarily represent a fixed limit on potential retail growth at Euston, the provision of further additional retail would require very careful consideration taking into account impacts on surrounding centres as well as the contribution made to wider objectives and policies in this plan.

In order to ensure an appropriate balance of shopping and leisure uses, and reflecting existing Camden policy and guidance for retail centres, around 50% of additional retail floorspace on each frontage (outside Euston Station concourse) should be A1 shops.

New retail and leisure uses will be focused around the Euston Station site, and the Euston Road Central London Frontage and neighbourhood centres, where opportunities emerge, along with limited retail uses along other key routes. This reflects the distribution established in the Camden Core Strategy, the role of retail in generating activity along key routes and spaces, and the limited capacity for retail growth in existing designated centres compared to the scale of growth envisaged at Euston Station. Priority locations for the provision of retail uses and active frontages are indicated in figure 3.2, where “main” and “other” retail frontages are identified.

It is anticipated that a significant proportion of the overall retail provision (at least 5,000 sqm) could serve Euston Station passengers only, based on current passenger numbers, and would be predominantly food and drink led with ancillary convenience and comparison retail. This level of provision would maintain the current role and function of Euston Station retail, and would have a limited impact on neighbouring centres. Retail provision over and above this level could change the role of the Station area, and a Retail Impact Assessment would therefore be required to assess potential impacts on other centres both within and outside the Euston Area Plan boundary, taking into account additional retail demand created by additional passenger numbers.

2. Type and form of new retail and leisure provision

New retail and leisure provision should be outward facing and contribute towards creating active streets and a vibrant public realm. Retail and leisure use will play an important role in supporting the vibrancy, character and identity of Euston, and therefore its attractiveness as a location for employment and investment.

New growth and development should ensure that new uses, including retail, serve to complement and reinforce existing centres. Key elements of the approach to retail provision are:

- Euston Station site: new retail predominantly to meet the needs of passengers and the local community, as well as contributing to the creation of vibrant streets and public realm;
- Euston Road Central London Frontage: additional ground floor retail where opportunities emerge;
- Drummond Street: Protect and enhance its specialist character and role as a centre for ethnic shops and restaurants particularly through measures to support the continued operation of these businesses during and after the construction of HS2;
- Eversholt Street (south and north) and Chalton Street: Improve the character, vibrancy and vitality of these centres by building on opportunities created by change, growth and development in the area;
- Southern Eversholt Street: reinforce the neighbourhood centre by introducing A1 retail and other 'A' class uses along the west side of the street (Euston Station side); and

- Robert Street: Encourage active ground floor uses and potential additional trade resulting from growth and development at Euston Station.

Where appropriate, Camden and TfL will seek to link funding for public realm enhancements with improvements to the vibrancy and attractiveness of centres.

Where appropriate, the loss of A1 shops and floorspace will be resisted where it would harm the character and vibrancy of existing centres. Where possible and appropriate, smaller shopping units will be protected in order to maintain the character of local centres. Reflecting the character of existing centres in the area and Camden's planning policies, small and independent retail will be sought as part of retail growth at Euston.

3. Managing the impact of food, drink and entertainment uses

Camden's existing planning policies and supplementary guidance set out how the potential impacts of food, drink and entertainment uses will be managed. Key considerations include the amenity of nearby residents, local character, community safety, and the need to avoid over concentrations of such uses. Whilst there is the potential for significant food and drink provision on the station site given its role in meeting the needs of passengers, careful consideration will be given to the above factors to ensure that potential impacts are managed.

Camden's Licensing Policy also sets out the borough's approach to managing licensing applications for food, drink and entertainment uses.

Social infrastructure

1. Mitigating the impacts of HS2

Appropriate provision includes:

- Mitigating the loss of Silverdale tenants' hall through HS2 working with Camden Council to re-provide it in an appropriate location. This intention is identified in the HS2 Environmental Statement for the HS2 Hybrid Bill and Camden Council will seek to ensure provision is appropriate.
- Replacement of all open space and any other sports, play or community facilities affected by the construction of HS2, in advance of the commencement works close to their original location. See also Strategic Principle EAP 4: Environment & Open Space for requirements in relation to the mitigation of impacts on open space as a result of HS2 including the re-provision of St James Gardens.
- In addition there is a long term aspiration to relocate the North Gower Street site of Maria Fidelis school to a consolidated site at Phoenix Road/Drummond Crescent, which HS2 are assisting with as the site is immediately adjacent to the main HS2 construction compound. Its relocation by the appropriate education body prior to the commencement of the construction of HS2 is being sought.

2. Provision of new and replacement facilities to meet needs generated by development

There are a variety of community facilities in the Euston area, which provide a range of services to the local community. Developments will be expected to make appropriate contributions towards the improvement, maintenance and (where appropriate) expansion of existing community facilities and services in order to address additional needs reflecting London Plan and Camden planning policies. Any community facilities affected by development proposals should be reprovided in the locality.

In relation to children's services, the level of growth envisaged for the Euston area would be likely to create a need for in the region of 4 – 5 additional forms of entry (based on up to around 3,800 homes being delivered). This would include a need for additional primary school provision, which would need to be delivered through the provision of new schools (possibly as part of mixed use development) and/or the expansion of existing schools in the locality where feasible. In addition, there may also be a need for additional secondary school and further education provision, and financial contributions could therefore be required from new development towards enhancements to secondary school and other related provision within or close/related to the Euston area.

New development in the Euston area would need to be supported by appropriate provision of healthcare facilities. The Euston Area Plan team has liaised with NHS North Central London to consider the implications of anticipated housing and employment growth for the provision of health infrastructure.

Provision of higher education, medical, research and other institutional space will also be supported as part of a mix of uses on the Euston Station site (see Economy and employment above).

Delivery

Delivery information for social infrastructure referred to in this section is set out in detail in chapter 4, Places and also summarised on a site by site/project basis in appendix 1 in the delivery plans summary table.

Meanwhile uses

The construction and eventual operation of HS2 from Euston Station will create a different context for the surrounding area which may result in increased pressure for different types of uses in some places. Whilst it will be important to retain the special character of areas such as Drummond Street, there may be circumstances where properties become vacant or the uses are no longer suited to the changed context. In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses particularly during the construction period of HS2. Consideration will be given to potential need for a permanent change of use once the impacts of the physical surrounding environment and operation of the station and tracks are known.

Alternative 'meanwhile' uses should contribute towards the vibrancy and attractiveness of the Euston area, and could include creative and educational uses linked to, and building upon, existing clusters of creative and innovation/ research based uses in the area.

Opportunities to use underused vacant spaces for re-provided open space should be utilised. Pop up shops or markets on vacant sites could also help to support the character and vibrancy of the area and would also be supported where appropriate taking into account impacts on the local area, including the viability of local centres.

Flexibility will also be applied during the construction period of HS2 where appropriate, for advertisements for businesses whose passing trade is affected by construction related activity.

As part of the construction phase mitigation for the loss of open space, sports and play facilities associated with HS2, support will be given for temporary open space uses on suitable vacant land. Section 4.4 of this Plan shows the preferred location for a proposed permanent open space – see Figure 4.5, Drummond Street and Hampstead Road illustrative masterplan.

3.3 Design Strategy

Relevant objectives:

2. Securing excellent design
3. Making the best use of new space
4. New streets above the station and tracks
8. Promoting sustainable travel

Strategic Principle EAP 2: Design

A: Development and change will create an integrated, well connected and vibrant place of the highest urban design quality, which builds on existing character and provides an attractive and legible environment for local people, workers and visitors.

B: Any proposals should fully address the following key urban design principles:

- Improving connectivity by enhancing existing and providing new east-west and north-south links, reinstating the historic Euston area street pattern and improving wayfinding;
- Transforming the public realm through improvements to streets and the buildings that front them;
- Providing active frontages along key streets to enliven streetscapes and make them attractive and safe routes;
- Creating a network of new and improved open spaces and squares;
- Ensuring that development is of the highest architectural quality and designed to be accessible to all;
- Responds to the viewing corridors, scale and character of existing buildings, and context;
- Protecting and enhancing heritage assets and their settings that are sensitive to change; and
- Ensuring world class station design and a comprehensive approach to above station development.

C: While the strategic viewing corridors will limit development heights in the Euston area there may be some opportunities for taller buildings subject to design, heritage and policy considerations.



Figure 3.3 : Design Strategy - Key interventions illustrated showing the potential for new streets or routes, ground level routes across the station would be preferable

Improved connectivity and transforming the public realm

Creating new east-west and north-south routes through the station area is a key aspiration of the Euston Area Plan. This will bring together communities to the east and west and position the redeveloped station at the heart of Euston. It will also allow people to move north much more easily to Camden Town and beyond.

Similarly, opportunities should be explored to open up the housing estates to create legible street patterns and establish a hierarchy of streets. New and enhanced routes could connect key roads, open spaces and community facilities. The historic street pattern can provide a useful indication of simple, legible routes that could be recreated in order to enhance pedestrian and cycle movement.

Figure 3.3 shows a number key new and improved connections that can be created through a masterplanned approach to new development in the area and these will be sought to improve connectivity and provide a more pleasant and greener street environment. Some routes in the station area would need to be provided at upper levels above the station or through the station concourse if the existing station is retained at its current level and footprint. . However ground level streets across the station site would better meet the objectives of the EAP.

Public realm improvements to existing streets and spaces can also make a significant contribution to improving the local environment and movement for pedestrians and cyclists. Priority areas for public realm improvements are highlighted where appropriate for each sub area in Section 4.

An integrated network of existing and new public open spaces and squares

New open spaces and public squares should be provided at appropriate locations to replace the open space lost to the construction of HS2 and meet the demands of additional homes and jobs. These should be linked to each other as well as with the existing open spaces around the area with convenient and attractive pedestrian connections to create an integrated network of public open spaces and squares. There should be clear definition between public open space and private areas, with good overlooking of spaces and routes by other uses in order to create safer streets and public spaces.

Active frontages along key streets and routes

A number of areas (including neighbourhood centres and Euston Road Central London Frontage) already provide active frontages. Active ground floor uses should be maintained and enhanced in these locations.

Opportunities should also be taken to provide more active frontages where sites and buildings currently fail to address the street, both in terms of improved building design and, where appropriate, more active land uses that generate additional activity and overlooking of the street. The provision of more active uses around the perimeter of Euston Station is a particular priority and along new routes, whether at ground or upper levels. Other priorities for the creation of active frontages and uses are highlighted for each sub area in Section 4.

Building heights, massing and scale

Euston's potential role as a major economic driver within the Central Activities Zone (CAZ) and its function as a major transport hub make it a suitable location for maximising development opportunities. However, development must be of the highest architectural quality.

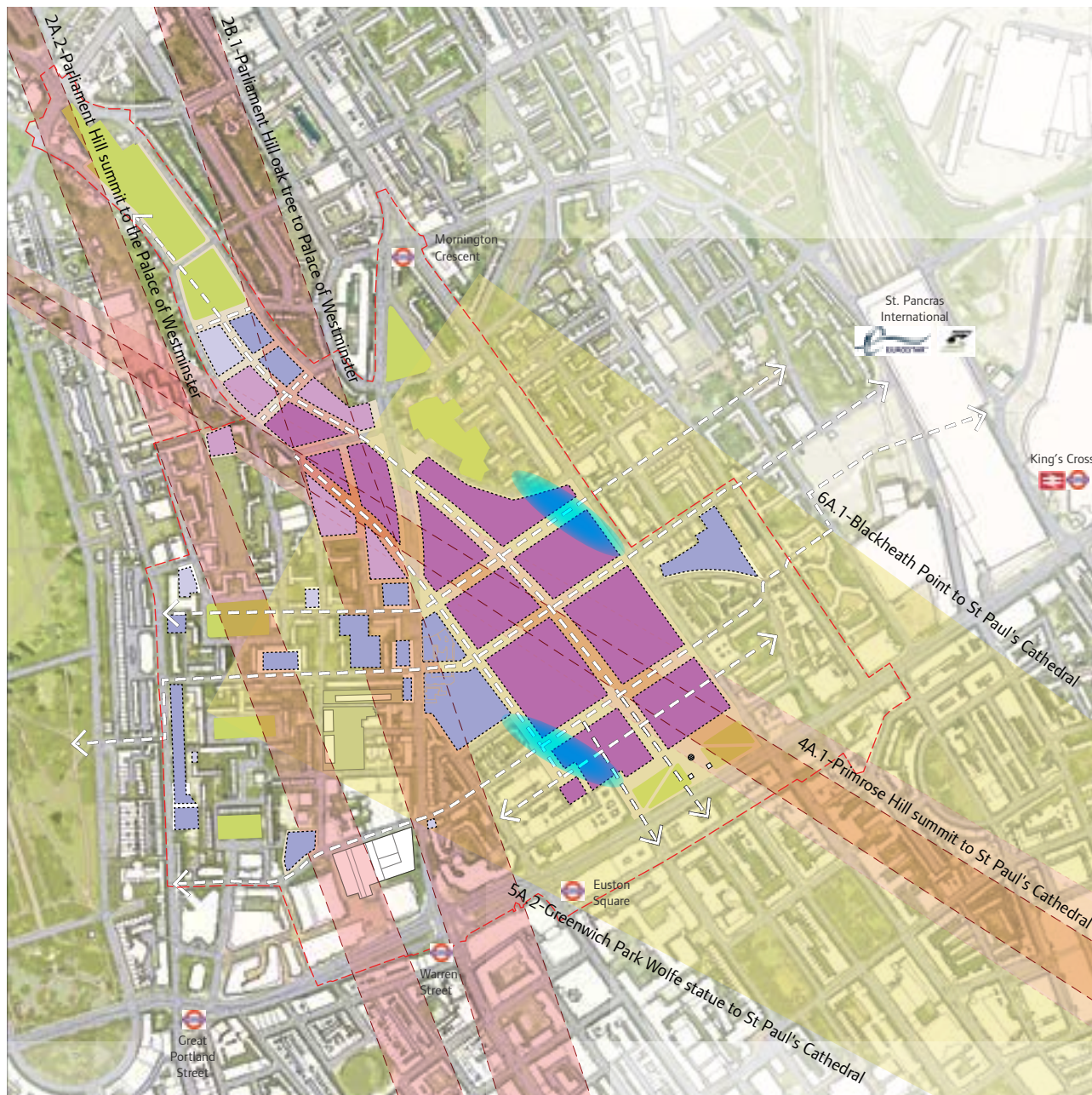
General heights that may be appropriate for new development are illustrated in figure 3.4, and are based on an analysis of the surrounding built context and modelling of potential impacts on strategic views. The general heights shown would allow development that does not encroach into Protected Vistas (Landmark Viewing Corridor and Wider Setting Consultation Areas) identified in the London View Management Framework SPG (LVMF), however, there may be impacts on local heritage assets which would need to be addressed (please see Appendix 3 of the EAP Background Report for further detail).

The Wider Setting Consultation Areas (background) of View 5A.2 and 6A.1 identified in the March 2012 LVMF indicate a height threshold of up to 30 metres high from approximate ground level. This equates to between 53 metres and 54.2 metres AOD, depending on the ground level which varies across the plan area. Within the Wider Setting Consultation Areas (background) there are potential locations for tall buildings in the shadow of St Paul's Cathedral. In these locations buildings could be up to 60 metres high from approximate ground level which equates to between 82 metres AOD and 84 metres AOD. However, a full justification and demonstration of impacts in terms of the requirements of the LVMF and local views would need to accompany proposals for tall buildings in these locations.

The indicative heights shown in Figure 3.4 are measured from existing ground level based on Ordnance Survey Data, and assume a

general storey height of three metres; therefore where development is above station buildings or infrastructure this will need to be taken into consideration. Within the Wider Setting Consultation Areas (background) building proposals taller than 30 metres above ground level (up to between 53 metres AOD and 54.2 metres AOD) should be thoroughly tested against the LVMF. A detailed view assessment should be conducted through the use of Accurate Visual Representation (AVR) that shows location of the proposed development and also illustrates the degree to which the development will be visible, its detailed form and the proposed use of materials. It should demonstrate that the proposal does not unacceptably impact on strategic and local views (including views from adjoining boroughs, such as those from Regent's Park and views identified in the EAP Background Report), the character of the surrounding area including the settings of heritage assets (see English Heritage Guidance on the Setting of Heritage Assets, 2011), and that it contributes positively to the London skyline. A taller building to the north east of the station (as shown in blue in figure 3.4) would need to be less than 60 metres tall from approximate ground level (which equates to between 82 metres AOD and 84 metres AOD) to not affect the setting of, and views within and of, nationally important heritage assets including Regent's Park and Chester Terrace.

Where buildings currently detract from existing strategic views, the consideration of the potential for redevelopment to contribute to the enhancement of these views will be encouraged. Tall buildings should be designed to have a minimum impact on neighbouring properties and have a clearly defined relationship with the streets, buildings and uses around it.



Heights

- 9 - 10 storeys (27 - 30 metres)
- 7 - 8 storeys (21 - 24 metres)
- 5 - 6 storeys (15 - 18 metres)
- up to 4 storeys (upto 12 metres)

LVMF Designated Views

- Landmark Viewing Corridor
- Wider Setting Consultation Area (Foreground / Middleground)
- Wider Setting Consultation Area (Background)

Taller buildings

- Indicative locations for taller buildings in the shadow of St. Paul's Cathedral in the Wider Setting Consultation Areas (Background) of Protected Vistas from Blackheath Point and Greenwich Park

Figure 3.4 : Illustrative masterplan to show potential general building heights and Protected Vistas – these are indicative only, and are assuming storey heights from an average ground level

Protecting the amenity of residents

The amenity of existing and future residents will form another important consideration in assessing the layout and scale of development. As required under policy DP26 of the Camden Development Policies, development should not harm the amenity of occupiers and neighbours, including in relation to noise, air quality, sunlight and daylight, overshadowing and outlook, and visual privacy and overlooking.

Conserving and enhancing heritage assets

The London Borough of Camden and the Mayor of London will seek to ensure that new development in the Euston area is of excellent design quality and complements local character and scale whilst making the best possible use of land.

The Euston area contains a wide variety of heritage assets including designated assets such as conservation areas and listed buildings as well as non-designated assets like the fine-grained historic terraces around Drummond Street and west Somers Town. These heritage assets play an important role in creating sense of place and development must preserve or enhance these assets through appropriate layout, scale and detailed design. Where possible, opportunities should be taken to enhance the historic character of the area through sensitive refurbishment of historic assets and new development and public realm works that enhance their setting.

Key heritage assets and issues, including areas of sensitivity and opportunities to enhance historic character, are identified for each sub area in Section 4 of this document.

World Class station design and integrated above station development

Euston Station is a major London transport hub and a national gateway for the capital for passengers from the north. This role will increase with the arrival of HS2 with the potential for the station to become a destination in itself, as is happening at St Pancras/King's Cross. It also plays a major role in the local area both because of its function and status but its bulk and scale creates a barrier to movement through the wider area.

The redevelopment of the station site forms the key driver in the regeneration of the wider Euston area and it is essential that the new station and development above should be of the highest urban design and architectural quality. A quality mix of new and existing retail and leisure uses will play a key role in helping to transform the station area, capitalising on the existing assets in the area such as Drummond Street. This will help to ensure that a clear identity and sense of place at Euston is not at the expense of its integration with the surrounding context. The design of any redeveloped station should contribute towards improving the station's relationship with surrounding communities, through sensitive design and uses which also meet local needs. Further policy and guidance on design issues for the station site is provided in Section 4.1 of this document.

The overarching design strategy (figure 3.2) highlights key routes, which any future station redevelopment should be designed to endeavour to deliver within the constraints of the track/platform levels and extent of landtake. A station scheme that comprehensively redevelops the existing station together with any new station facilities and lowers the platform and tracks would more readily meet the EAP objectives, particularly through enabling ground level east-west and north-south street connections over a largely sub surface station and better integration with the surrounding townscape.

3.4 Transport strategy

Relevant objectives:

- 4. New streets above the station and tracks
- 7. Improving the environment along Euston Road
- 8. Promoting sustainable travel
- 9. Enhancing existing public transport
- 10. Planning for future public transport

Strategic Principle EAP 3: Transport

A: The Euston Station redevelopment will provide a world class station and transport interchange. Transport for London and the London Borough of Camden will work with partners to mitigate the impacts of increased passenger numbers (including those resulting from HS2) and general activity in and around Euston, and support growth and development generally in the Euston area by:

- providing for the effective onward distribution of passengers;
- promoting sustainable travel;
- improving accessibility and the local environment; and
- providing new east-west links across the station and tracks site.

B: Key transport measures to mitigate HS2 and support growth and development generally in the area will include:

- Measures to promote walking and cycling, including new routes and facilities, enhanced signage and significant public realm improvements, in order to reduce pressure on the public transport network
- Enhancements to public transport infrastructure, including:
 - The delivery of Crossrail 2
 - Significant enhancements to ticket hall and platform access for London Underground services
 - Improvements to bus facilities
- Car free development
- Appropriate taxi and private hire provision to meet the needs of station users
- Sustainable freight modes and minimising the impacts of freight
- Measures to support the introduction of an Ultra Low Emissions Zone (ULEZ) at Euston (see Strategic Principle EAP 4)

C: Where appropriate, developments will be required to contribute towards the measures set out above, in addition to that provided by HS2

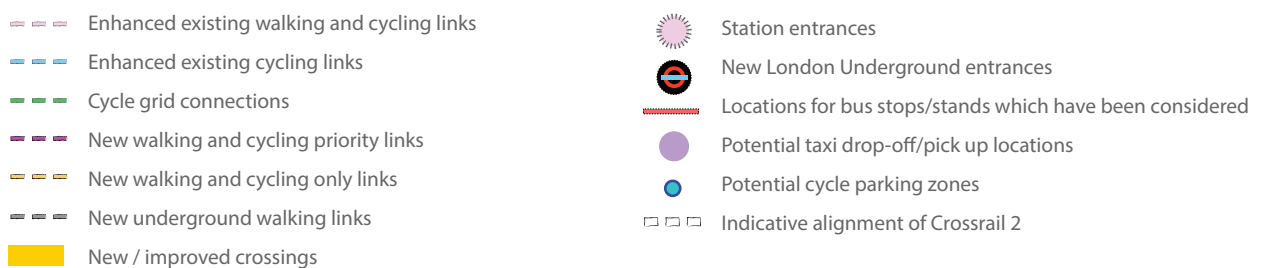
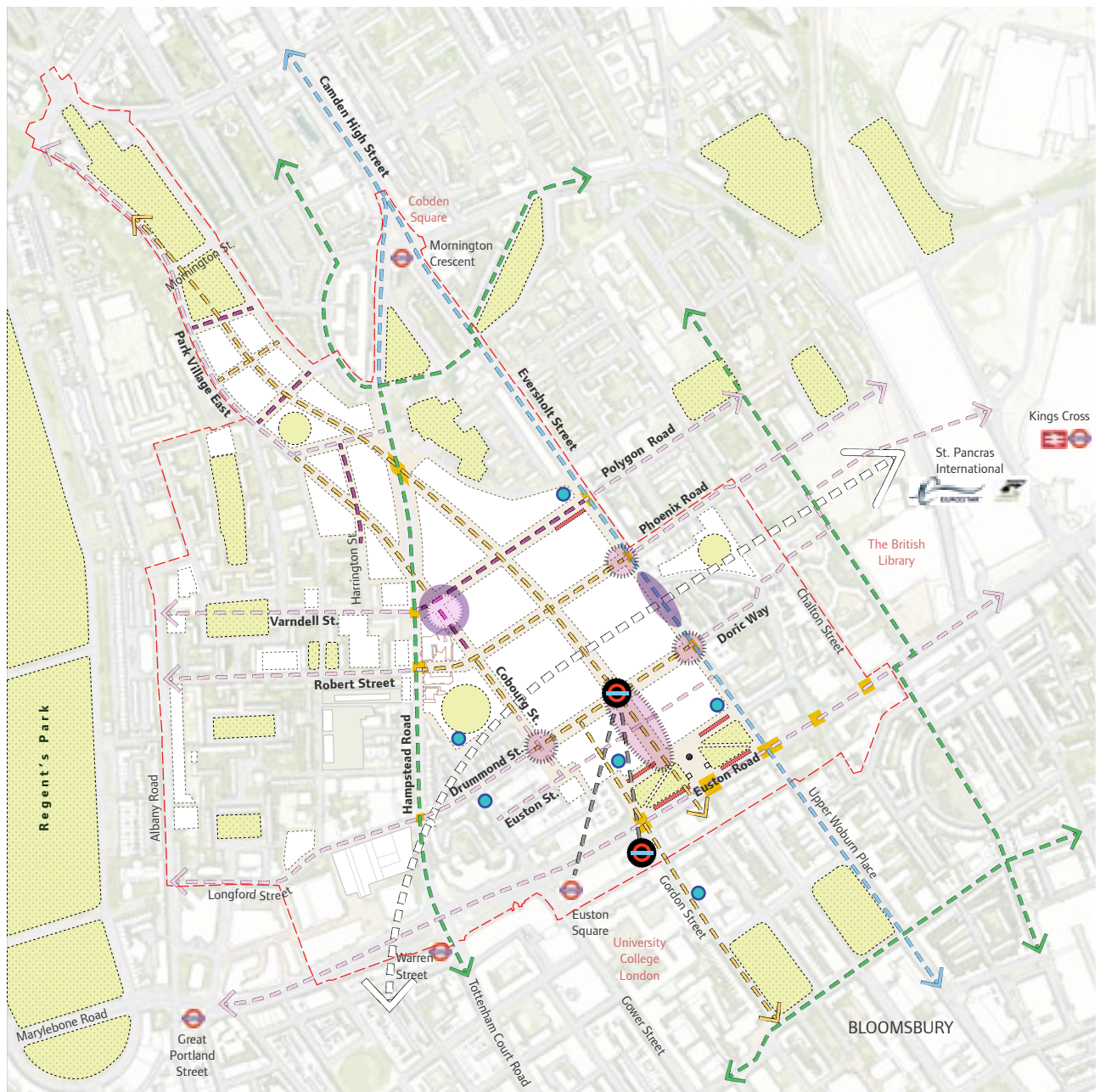


Figure 3.5 : Transport Strategy illustrative masterplan

Promoting walking and cycling

Additional passenger numbers from HS2 and growth in passengers generally will generate significant additional walking and cycling trips to and from Euston. Furthermore, the promotion of walking and cycling for local trips forms an essential part of the approach to reducing pressure on existing and new public transport infrastructure, and allowing sustainable onward movement of passengers.

Transport for London and the London Borough of Camden will work towards achieving the following aspirations for walking and cycling from Euston Station:

- Increase walking mode share from 20% to at least 22% for all trips to and from Euston Station
- Increase walking mode share from 22% to at least 24% as per the Camden Transport Strategy for all non station based trips
- Increase cycling mode share from 3% to at least 7% for all Euston station and non-Euston station based trips within the EAP boundary by 2031.

Related public realm improvement projects also offer a unique opportunity to address long standing accessibility and public realm issues in the Euston area, and provide the opportunity to significantly enhance connections to key surrounding destinations and attractors, such as Bloomsbury, the West End, King's Cross, Regent's Park and Camden Town.

Connected and understandable walking routes

Existing key walking routes should be enhanced through:

- Improved pedestrian crossing facilities
- Consistent Legible London wayfinding
- De-cluttering, including removal of guard-rail fencing as appropriate
- Widened pavements
- Urban greening, in particular tree planting where possible
- Considering safety and legibility for all users

Opportunities to improve walking routes are indicated in Figure 3.5 and include:

- New links across the Euston Station site connecting Drummond Street and Doric Way, Robert Street and Phoenix Road, Varndell Street and Polygon Road, and Euston Street to Lancing Street;
- Improvements to existing, or the provision of new, pedestrian crossings and de-cluttered footways across and along Euston Road at the locations shown in figure 3.5, in order to significantly enhance pedestrian movement;
- Through traffic restriction on Gordon Street, a new entrance to Euston Station south of Euston Road and a significantly enhanced surface crossing point north from Gordon Street across Euston Road;
- A new underground link between Euston Station and Euston Square London Underground stations;
- Enhanced north-south and east-west pedestrian connections in the Camden Cutting area; and
- Enhanced east-west connectivity across the wider area, including between Euston and St Pancras International stations.

The detail of proposed improvements to road crossings are still to be determined, but may include changes such as converting staggered crossings to direct crossings, widening of existing crossings or introducing 'green man' traffic light phases where they do not exist currently.

Through traffic restrictions will allow space for significant improvements to the urban realm on Gordon Street, which is also the proposed site for a new entrance to Euston Station which would lead into a pedestrian subway underneath Euston Road.

Improved pedestrian links will connect to public realm improvements being delivered separately by Camden and TfL outside the Plan area, for example the West End project, which will enhance connectivity through Bloomsbury to the West End.

Cycle routes and facilities

TfL and the London Borough of Camden seek to strongly promote cycling, a growing form of sustainable transport. A connected cycle network will be provided throughout the Euston area, linking Euston Station and new developments with surrounding areas:

- North-south cycle lanes or tracks are proposed along Hampstead Road and Eversholt Street with connections into the wider cycle network.
- Improvements to east-west cycling routes including through improvements to Euston Road and new connections across the Euston Station site.
- An improved north / south route via Gordon Street.



The demand for cycle parking will increase substantially with HS2 in place and therefore significantly improved and enhanced dedicated secure off street cycle facilities and parking should be included as part of the station design. The design of these facilities should contribute to a high quality public realm and allow pedestrian movement. Any new developments in the Euston area should provide cycle parking in accordance with the levels set out in the London Plan, thus ensuring that new residents and occupants have access to facilities separate to those at Euston Station.

The potential closure of roads to traffic and the creation of new traffic-free links offers the opportunity for the provision of new cycle parking and additional Barclays Cycle Hire stands, further enhancing cycling capacity for the area.

Public transport infrastructure

Improved public transport infrastructure will be required to ensure that Euston provides sufficient capacity to meet demand from increased passenger numbers (including those associated with HS2), with the relevant infrastructure in place and functioning at the time required to meet demand. Key public transport measures are set out below.

Enhanced rail station facilities

The redevelopment and expansion of rail services at Euston would necessitate the provision of new and improved station infrastructure and passenger facilities as part of a comprehensive approach to Euston Station development. Network Rail has set out the following key challenges for new station facilities:

- a requirement to maximise station capacity, with respect to the train service quantum and the number of passengers;
- a requirement for a 'world class station', with appropriate passenger and staff facilities;

- provision of sufficient passenger circulation areas for ticket barriers, holding areas, arrivals and meeting areas and general requirements;
- improvement in platform capacity for longer and more frequent trains;
- appropriate provision for wayfinding, full accessibility and emergency services;
- appropriate provision for train and station servicing;
- increase in retail provision;
- provision of an integrated transport solution at the station of the highest quality;
- consideration for the maintenance of continuity of service at the station through stages of the plan;
- consideration of potential uses by rail freight; and
- integration with plans for Crossrail 2.

As highlighted elsewhere in this plan, a redeveloped Euston Station should integrate with its surrounding area, including appropriate entrances / exits to allow connections with the wider area, enhancements to the surrounding public realm and significant improvements to connectivity through the area.

Crossrail 2

Support from the Mayor of London for the redevelopment of Euston Station as currently envisaged as a high speed terminus is conditional on a new Euston-St Pancras station on a proposed Crossrail 2 route to accommodate predicted additional passenger demand for onward travel using the London Underground. The Mayor of London has recently consulted on two alternative potential schemes (London and regional route options).

London Underground facilities

Transport for London and HS2 Ltd are working to deliver new and enhanced



Figure 3.6 Public transport routes and connections

London Underground station facilities. The redevelopment of Euston Station would require a new sub-surface link to Euston Square station, to further enhance onward dispersal on the London Underground network from Euston Station.

Bus facilities

The redevelopment of Euston Station offers the opportunity to improve on the current bus station layout by providing a facility which is easy to use by passengers and contributes positively to the public realm, and to the setting of Euston Square Gardens and new development on the Euston Station site.

Euston Bus Station is strategically important transport infrastructure and hence protected for industry and transport purposes. The new facility should meet the growing demand generated by new development, HS2 and London's background growth.

Whilst the increase in passenger demand at Euston will require new bus facilities, it is also important that the provision of bus interchange facilities takes every opportunity to enhance movement for pedestrians and cyclists around the station and more widely through the Euston area.

The redevelopment of Euston Station offers the opportunity to consider high quality alternatives to the current bus station facility which improve the setting of Euston Square Gardens and station frontage in general while enhancing bus passengers' experience.

The key requirements for bus facilities at Euston are as follows:

- Legibility of bus services – making it easy for passengers to find their stop
- Intuitive layout – providing common stops for buses going in the same direction
- Allowing full permeability for pedestrians moving through the area, with provision of direct crossings on desire lines that accommodate anticipated footfall
- To help create a high quality urban realm which complements the design of the station and the surrounding area, helps to transform the image of the area and contributes to the creation of a world class station and above station development
- To enhance the setting of Euston Square Gardens and minimise the dominance of buses
- Accessibility for mobility impaired users – providing clear and step free access between trains and buses
- To meet bus operational requirements, for example the ability of terminating routes to turn around and stand

A number of options for bus provision at Euston have been considered (shown in Figures 3.5 and 3.6 and discussed at section 4.1 and 4.2), with the proposed option of a new linear bus street now to be developed further.

Car free development

As set out in Camden's Core Strategy and Development Policies, new development in the Euston area will be expected to be car free, due to the excellent public transport links available in the area.

Managing taxi and private hire demand and impacts on the public realm

The redevelopment of Euston Station offers the opportunity to provide safe, accessible, efficient, and well designed taxi and private hire facilities. Taxi and private hire provision and impacts will be managed, considering the need to enhance provision to accommodate the enlarged station, whilst providing an improved passenger waiting environment, managing holding and queuing, increasing taxi occupancy rates and encouraging uptake of more sustainable alternatives. From 2018 all taxis will need to be zero emission capable.

Taxis should be appropriately scaled and the impacts of taxis and private hire vehicles on the public realm and quality of the environment should be minimised by:

- providing for taxi ranking and pick-up on new streets wherever possible, away from residential uses to reduce impacts on the existing and future surrounding residential communities;
- providing ranks which reduce the risks of conflicts with other road users;
- developing a taxi share system with dedicated marshalling, with an aim to increase the average taxi occupancy rates at Euston Station from 1.7 to 2.2 by 2031 and establishing secure funding and management for this;
- intuitive wayfinding to the ranks;
- Making sustainable modes of transport at Euston as attractive as possible;

- Avoiding excessive taxi movement in more sensitive areas, for example the Drummond Street/ Euston Street area and on residential streets and other roads off the TLRN; and
- Ensuring charging technology suitable for taxi operations and other sustainable infrastructure: the introduction of an ultra low emissions zone at Euston would mean that any taxis or private hire vehicles entering the station area would need to be ultra low emission vehicles. The requirement for ultra low emissions taxis in Euston will be implemented in conjunction with wider work to deliver suitable vehicles and infrastructure to support an ultra low emissions zone across Central London by 2020.

Sustainable freight movement

The London Borough of Camden and TfL will seek to ensure that the impacts of freight movement are minimised, whilst seeking to make the site a leading example of sustainable freight and servicing. Euston Station offers a unique opportunity to be planned for highly sustainable freight and servicing, due to its designation as an ultra low emissions zone, its Central London location and the potential availability of railway infrastructure. Measures to deliver sustainable freight and servicing should include:

- Freight Delivery and Servicing Plans (DSP) for the station site, to specifically encourage out of peak travel freight deliveries, and freight movement efficiencies;
- Minimising the need for freight vehicles to serve the station or surrounding development;
- Safeguarding existing rail freight facilities and designing in further potential use of rail connections for freight movement as part of station design;
- Promoting and encouraging cycle freight and walking deliveries;
- Promoting low emission vehicles which go beyond ULEZ standards;
- Ensure the provision of suitable infrastructure in order to support the introduction of an ultra low emissions zone at Euston. e.g. electric vehicle charging points;
- Construction and logistics plans (CLP) for new development; and
- All vehicles supplying the construction phase should meet TfL's standards for work related road safety.

It is anticipated that any freight and servicing infrastructure would be within the confines of the station and could predominantly serve

the station and development within the immediate area. Any wider freight and servicing infrastructure would require consideration of impacts on the local area and other planning priorities for the use of potential development land, including promoting economic growth and priority placed on housing.

Promoting sustainable urban mobility

Consideration of the most sustainable options to make a journey can help residents and businesses have a better environment in which to live and work. Sustainable business travel should be influenced through the provision of integrated travel solutions and real time information delivered through mobile applications.

Sustainable residential travel will be encouraged through the promotion of car free development, flexible working and active travel (walking and cycling). The use of car clubs can also reduce dependency on private vehicle ownership. The viability of these services is dependent upon achieving high levels of vehicle utilisation by residential and commercial users, and therefore any development in the Euston area should make consideration for the promotion and provision of car club services, particularly those that provide low emission vehicles.

Delivery

Delivery information for transport infrastructure referred to in this section is set out in detail in chapter 4, Places where relevant and also summarised on a site by site basis in appendix 1 in the delivery plans summary table.

3.5 Environment and open space strategy

Relevant objectives:

- 4. New streets above the station and tracks
- 6. Creating sustainable development
- 7. Improving the environment along Euston Road
- 8. Promoting sustainable travel

Strategic Principle EAP 4: Environment and open space

A: Growth at Euston will be supported by a decentralised local energy network connected to key development areas and existing buildings where opportunities emerge, with new developments contributing and connecting to the wider network as appropriate.

B: Surface water flood risk will be reduced in the Euston area through a range of measures including on-site measures on development sites and wider sustainable urban drainage provision. Water consumption should be minimised, and any increase in demand for off-site water and sewerage infrastructure will need to be met, either through existing capacity or timely provision of additional capacity.

C: Development proposals should support the provision of new open spaces and enhancements to existing spaces that make them safer and more accessible, meeting demand from new development and improving the character of the area. An enhanced green infrastructure network, including new and improved open spaces, retention of existing trees where possible, green streets with extensive tree planting and other public realm, green roofs and walls will be developed to:

- Contribute to health and wellbeing and provide amenity value for residents, visitors and workers;
- Secure a net enhancement of biodiversity;
- Address noise and air quality issues;
- Contribute towards urban drainage; and
- Address the heat island effect.

D: The concept of an Ultra Low Emissions Zone (ULEZ) for Euston will be developed, in order to address air quality issues and promote low and zero emissions technology.

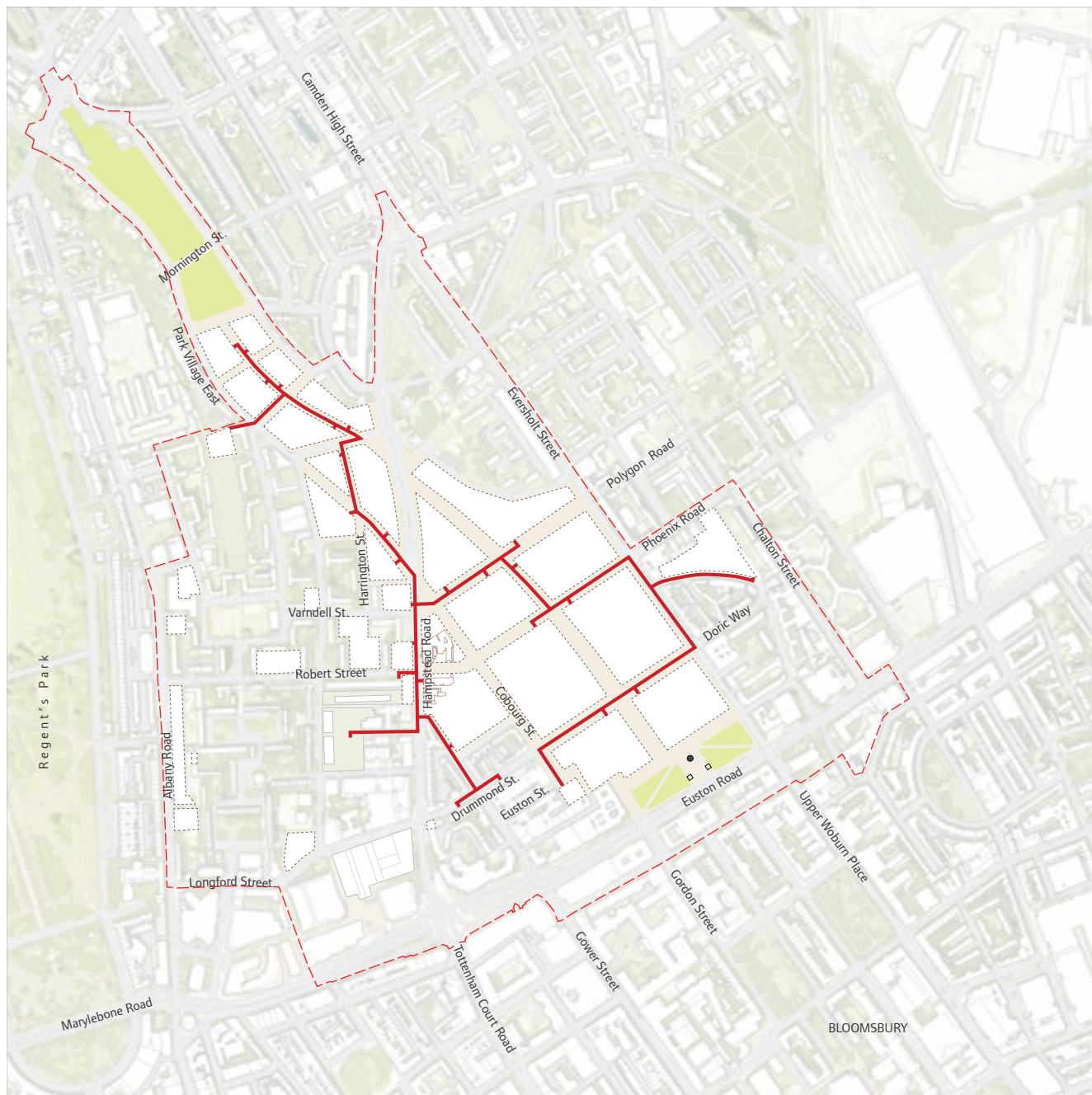


Figure 3.7 : An initial Energy masterplan illustration to show how new development could be incorporated into a local energy network

Decentralised energy network

Euston presents a significant opportunity to develop a decentralised energy network due to the balance of heat and electricity demand created by existing and proposed developments. This has been demonstrated by an initial energy masterplanning exercise for the Euston Area Plan which has been undertaken conservatively, based on the delivery of the lower end of the home and employment floorspace provision in the plan. If a higher amount of development is progressed the case for decentralised energy would be strengthened.

The study has also explored the opportunity for the provision of energy centres initially on a small scale within the Regent's Park Estate to link into the potential for a larger centre at or in the vicinity of Euston Station in the longer term, which could serve a network covering the Euston area by utilising future development opportunities. A conservative scenario of demand modelled for the Regent's Park area initially concludes that there is the potential to support an interim local energy network.

New developments should explore the potential to support a local energy network fuelled by primary or secondary energy sources through either the provision of, or contributions towards, an energy centre (dependent on the scale of development and further detailed feasibility work); or make contributions towards the construction of the network, and/ or connecting the development to a nearby network (or making it capable of connecting in the future). An indication of a potential network for the area is shown in figure 3.7. This will be used to guide future activity in developing the network.

Camden Council and the GLA will work with developers to consider how a network can be developed in the most efficient and cost effective way.

Given existing air quality issues in the Euston Area, careful consideration would need to be given to the type, location, form and design of any energy centre and associated plant to ensure that it does not create any local environmental issues, in particular in relation to air quality.

Flood risk, water and wastewater infrastructure

Camden's Flood Risk Management Strategy (2013) identified that there is some surface water flood risk in the area around Euston Station, therefore surface water management should be a design consideration in new development. Camden and the GLA will seek to ensure that surface water flooding risk is reduced in the Euston Area through on-site measures and wider provision across the area. Camden's requirements in relation to sustainable drainage systems (SuDS) is set out in policy DP23 (Water) of the Camden Development Policies. Regard will also be given to the recommendations in Camden's Flood Risk Management Strategy and any future national or local SuDS standards in assessing future development proposals. By the time any major planning application takes place in the Euston area, Camden is also likely to be a SuDS approval body with responsibility for ensuring that drainage meets national standards.

The provision of green infrastructure plays a key role in mitigating surface water flood risk by providing sustainable urban drainage, and will play an important role in mitigating flood risk, helping to reduce run off and store storm water.

Camden Council and the GLA will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers will be required to demonstrate that there is adequate infrastructure capacity both on and off the site to serve the development and that it would not lead to amenity impacts for existing users. In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of existing water and wastewater infrastructure. Where there is an infrastructure capacity constraint and no improvements are programmed by the water or wastewater company, the developer will be required to provide for the appropriate improvements which must be completed prior to occupation of the development.

Open space and green infrastructure

Green infrastructure, including the London Squares of Munster Square, Clarence Gardens, Euston Square Gardens, Harrington Square and part of Amptill Square, Regent's Park (designated Grade I Historic Park and Garden) and other open spaces such as St James Gardens and Cumberland Market provide valuable green and open space in this central London location. These spaces also play a vital role in promoting biodiversity; meeting the health and well being needs of the local community, reducing air pollution and noise; reducing the heat island effect; and in providing urban drainage. Green infrastructure includes open spaces, landscaping, urban green spaces and public realm; street trees; and green and brown walls and roofs. The EAP provides a framework for the medium and long term provision of new and replacement open space, where it is lost as a result of the construction of HS2. Open space is a hugely valued community amenity here.

1. Re-provision of open space and biodiversity value lost as a result of HS2

The re-provision of open space, biodiversity, habitat provision, sports, play and recreation facilities, monuments/statues and other features lost as a result of HS2 at St James's Gardens (a Site of Importance for Nature Conservation), Euston Square Gardens and Hampstead Road open space will be required as part of development in and around Euston Station. This will be a key strategic priority in planning for future open space provision in the area, and should be provided separately and in addition to any requirements for open space and biodiversity provision generated by new development and replacement housing.

Replacement open space must be at least equivalent to the open spaces to be lost in terms of quantity, quality and location and:

- Should be on or around Euston Station site;
- At least equivalent floor area; and
- At-grade, accessible, with appropriate landscaping.

To help mitigate the temporary loss of open space associated with the construction of HS2, support will be given to the positive use of any vacant spaces for temporary open space uses, such as food growing/ allotments, play space and temporary public open space.

2. New and improved open spaces and green infrastructure

New open spaces should be provided as part of new development, in accordance with Camden and London Plan policy. The first priority will be the provision of the maximum reasonable on-site public open space and appropriate green infrastructure. Section 4 of this Plan sets out priorities and locations for proposed new open spaces in each sub area, including new open spaces above the railway cutting to mitigate potential levels of growth on Euston Station and Tracks and Camden Cutting. A range of new open spaces will be sought appropriate to the needs of potential users, location and local character, and will include larger public open spaces, civic spaces and public realm, play space and local green spaces. In addition to public open space, the on-site provision of green and brown roofs will also be sought where appropriate.



- | | | | |
|--|---|--|---|
| | Existing open spaces / gardens | | New green link network |
| | Enhanced existing open spaces | | Existing links greened / improved |
| | Re-provided lost public open space | | Long term aspiration for better green links |
| | School play space/ open space | | Greened roads |
| | New green / amenity spaces within development parcels | | New / improved crossings |
| | New public open space on deck above railway tracks | | |

Figure 3.8 Open space network illustration

It may be challenging for some constrained urban sites to meet the full open space needs generated by new development, in particular those that are affected by transport infrastructure requirements or estate regeneration constraints. Therefore a joined up, innovative approach will be required that maximises overall provision, for example through creating open spaces from lesser used roads and walkways, and decking areas of railway track to provide new open space. Where the full open space needs cannot be met on-site, developments will be expected to contribute towards any remaining open space requirement through:

- The provision of on-site private amenity space including balconies and green roof spaces, helping to address demand for and additional pressure on open spaces; and/ or
- Contributions towards the creation of an improved, more accessible and legible network of high quality open spaces as part of an Area Plan-wide approach to supporting growth and addressing open space needs and priorities. Relevant priorities are set out where appropriate in Section 4 for each character area.

Camden Council and the GLA will seek to deliver wider green infrastructure improvements in the Euston area, including:

- Tree planting and other landscaping measures such as planters in existing streets and public realm areas;
- Improvements to the biodiversity value of existing open spaces and retention of existing trees wherever possible; and
- The provision of new publicly accessible local green and public realm spaces where opportunities emerge, including in Camden's housing estates.

Euston Station Ultra Low Emission Zone

An Ultra Low Emission Zone (ULEZ) should be investigated for Euston Station. The aim would be to improve air quality by removing the most polluting vehicles. This would require all vehicles driving to or from Euston Station to be zero or low emission. This would deliver benefits in air quality and support the delivery and use of low emission vehicles.

By 2020 all of TfL's bus services that run through central London will either be single decker buses capable of running in zero emission mode or diesel hybrid double deckers similar to those already in operation. All new taxis from 2018 will be zero emission capable and there will be low emission options for freight and more electric cars also available.

In February 2013 the Mayor announced his vision for an ULEZ in central London by 2020. An update to the London Assembly in February 2014 explained the context for the development of the central London ULEZ scheme is that central London is forecast to have the highest NO₂ concentrations in the Capital. The scope of the central London scheme is being developed and the Euston ULEZ would need to be consistent with the central London scheme.



4

Places

Contents

Introduction

- 4.1 Euston station and tracks
- 4.2 Euston Road
- 4.3 Camden Cutting
- 4.4 Drummond Street and Hampstead Road
- 4.5 Regents Park Estate
- 4.6 Ampthill and Mornington Crescent Station
- 4.7 West Somers Town

Introduction

This chapter sets out the proposals for each of the seven character areas, 'Places', in the plan area in detail. Figure 4.1 below shows how the proposals for each area relate to the existing context, including the current extent of the railway cutting and the existing streets adjacent to Euston Station which will be lost if the station is expanded to add a high speed rail station.

For each area (see figure 4.2 for a key plan) the existing context is summarised and then an overarching Development Principle to guide proposals in the area is set out. An illustrative masterplan reflecting these principles is provided, along with text explaining in more detail what is expected of proposals in order to meet the requirements of the Development Principle in terms of land uses, design, transport and public realm and the environment. Finally a delivery strategy provides detailed commentary on delivery issues including viability and funding, delivery partners and mechanisms and phasing for development. This delivery information is supplemented with further delivery commentary which applies to the whole plan area in chapter 5, together with a Delivery Plan Summary Table (Appendix 1) summarising key delivery information on a site by site/project basis.

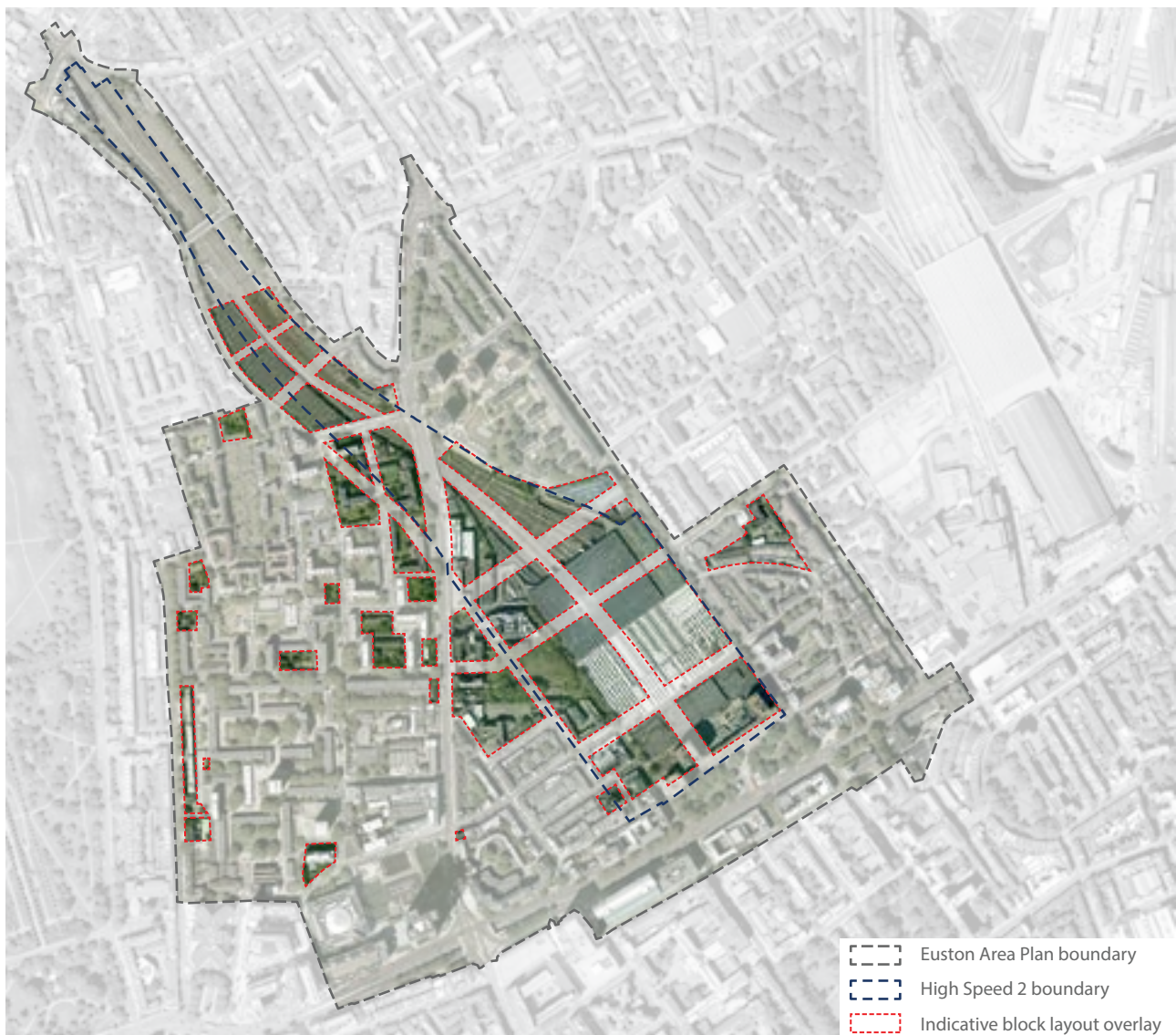


Figure 4.1 Key plan to show proposals for each place overlaid above an aerial photo of the existing street layout – for clarity and to aid navigation of the illustrative masterplans in this section.

The seven Places are discussed in the following sections:

4.1 Euston Station and tracks

4.2 Euston Road

4.3 Camden Cutting

4.4 Drummond Street and Hampstead Road

4.5 Regents Park Estate

4.6 Amptill and Mornington Crescent Station

4.7 West Somers Town



Figure 4.2 Key plan to show sub areas, “Places” and relevant plan sections

4 Places

4.1 Euston station and tracks

Context

- An important central London transport hub but its current design severs communities and movement opportunities and, together with the heavily trafficked Euston Road, creates a poor image for the area
- The design and layout of the buildings and piazza in front of the station do not currently make a positive impression to users and visitors to the area
- Proposed as a terminus for the new HS2 rail link and likely to see double the number of users in the future due to HS2 and increased general rail demand
- Key landowners/leaseholders are Network Rail, Euston Estates and Camden Council
- Contains Site 9 Euston Station, Euston Road and Site 10 132-140 and 142 Hampstead Road of the Camden Site Allocations
- A number of listed buildings, structures and spaces are within or close to the station area, including the Royal College of General Practitioners (Grade II*), the Robert Stephenson Statue and the protected London Square of Euston Square Gardens and its heritage assets. The Euston Arch was formerly part of the historic Euston Station façade on the line of Drummond Street.
- The blank façades of the existing station building to the east, west and north of the station are a poor use of space and reduce the attractiveness, safety and security of the streets they front
- The existing bus station arrangement at the front of the station is dated, impermeable and whilst functional as an interchange it provides a poor setting for the station and gardens in design terms
- The design of a new station and any redevelopment or modification of the existing station will be critical to achieving the development principles, and therefore requires ongoing collaboration between the EAP promoters (Camden Council, GLA and TfL) and Network Rail and HS2 to enable delivery. There are three main options for redeveloping the station which are discussed in this section. The original HS2 baseline scheme / emerging 2014 level deck scheme or an alternative scheme which lowers the platforms and tracks to enable development and new streets at ground level above would better support the EAP objectives.

Development principles

Development Principle EAP 1: Euston Station and tracks

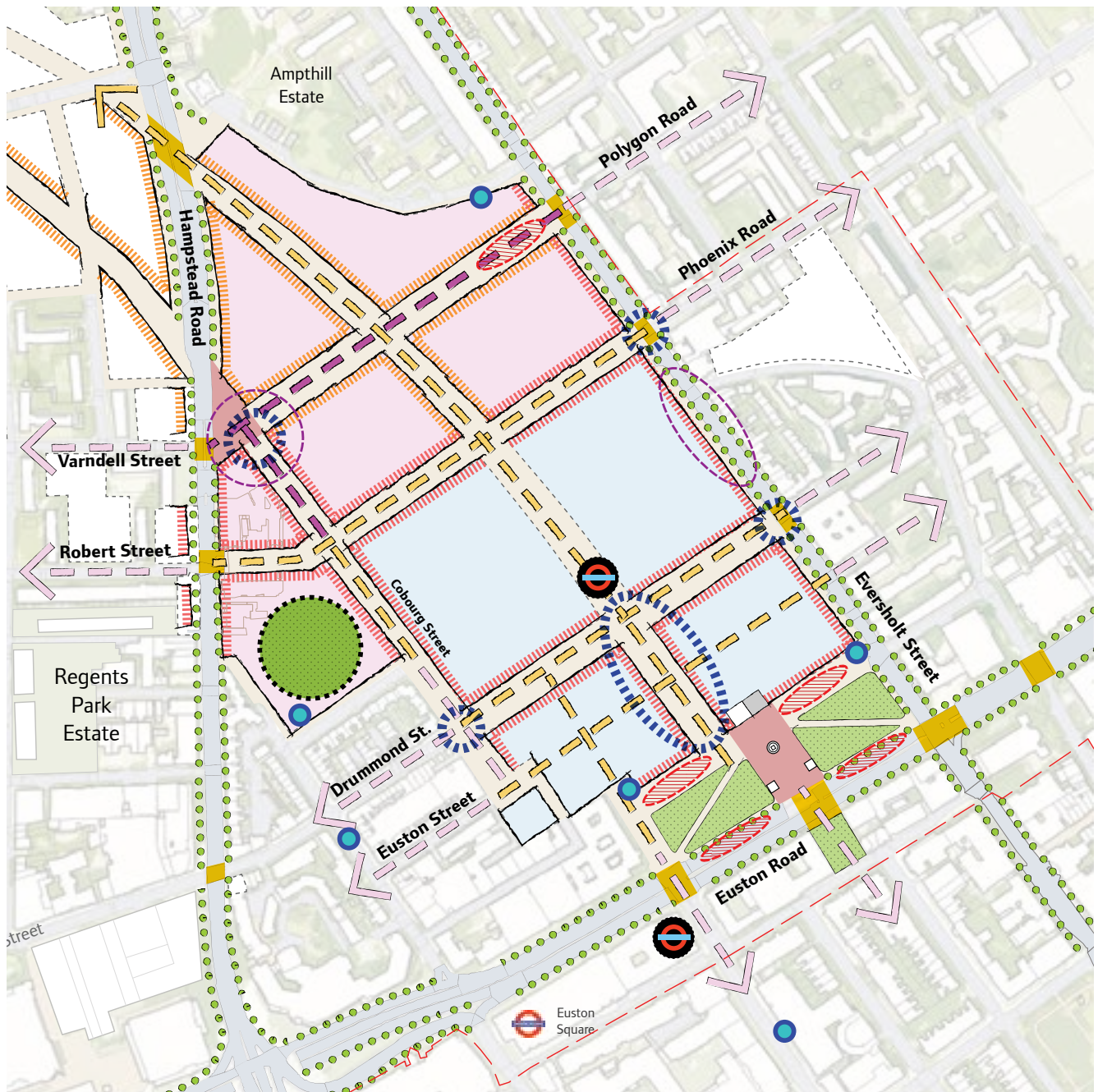
A comprehensive approach to development at Euston Station and the front piazza will be required to help transform the image of Euston, through facilitating new and improved links, the creation of high quality public spaces and new development. Camden Council and the Mayor will seek to ensure that a new or refurbished Euston station is of the highest architectural quality to create a world class station, public transport interchange and integrated public realm and above station development which facilitates new (where practicable at ground level) east-west and north-south routes through the site and will seek lowered tracks and platforms as part of redevelopment as a preference. There is potential for between 1,000 and approximately 1,900 new homes and between 7,200 and approximately 13,600 additional jobs, along with 1,400 replacement jobs to be provided here depending on the station design and redevelopment footprint, constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with the plan objectives and policies. A significant proportion, at least 30% (see Strategic Principle EAP 1), of any new office and/or research and development space should accommodate knowledge based, science based, innovative and creative industries to capitalise on the potential to create a knowledge and medical hub around Euston.

Land Uses

Overall mix:

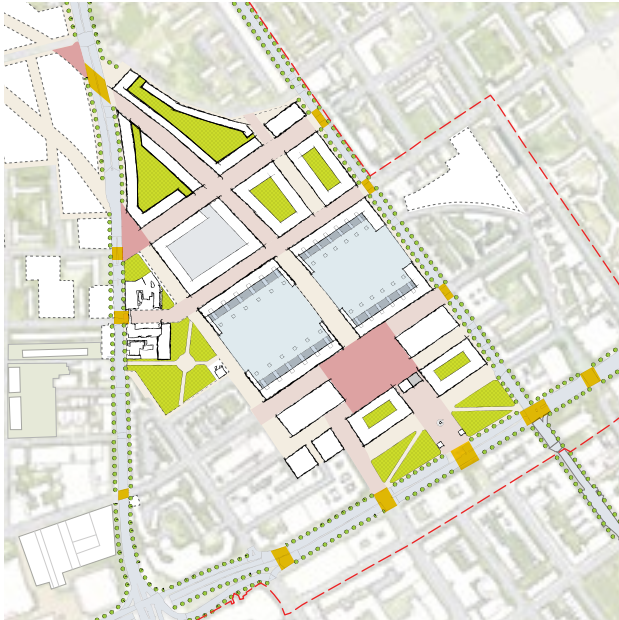
The overarching approach to new development in this area should be for comprehensive commercial led mixed use development above and around the new and existing stations. As part of this there is potential for between 1,000 and approximately 1,900 homes mainly located above the northern half of the station and on a new deck above the tracks up to Hampstead Road which should provide the maximum reasonable amount of affordable housing (in line with Camden LDF policies DP3 and CS6), and between 7,200 and approximately 13,600 additional jobs, along with around 1,400 replacement jobs, focused above the station buildings. The range in the number of

homes and jobs capable of delivery reflects the options for station design and extent of over track development, with more homes and jobs likely to be appropriate if a largely sub surface station design which lowers the platforms and tracks is progressed. Achieving the higher densities of homes and jobs will require a careful approach to design, scale and adequate provision of infrastructure. The maximum level of open space should be provided to support development, and the use of decking space above the railway tracks fully utilised for this purpose.

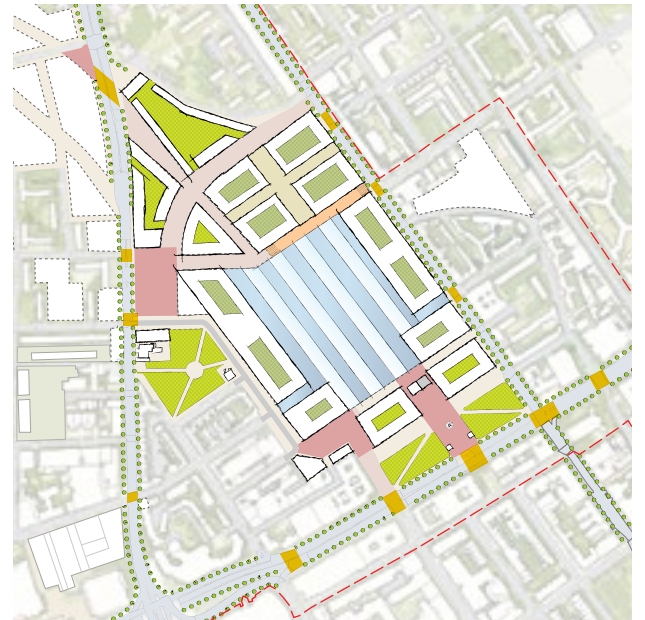
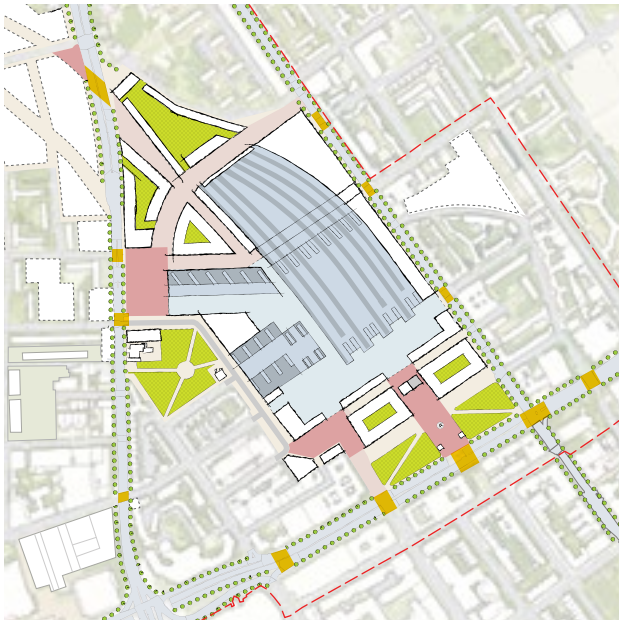


- | | | | |
|--|---|--|---|
| | Area for commercial led mixed-use development | | New walking and cycling only links |
| | Area for residential led mixed-use development | | New walking and cycling priority links |
| | Main retail frontages | | Enhanced existing walking and cycling links |
| | Other commercial / active frontages | | Existing roads greened / road environment improvements |
| | Enhanced existing open spaces | | Station entrances and new public realm |
| | Potential replacement open space for losses resulting from the expansion of Euston Station for HS2 (including St James's Gardens) | | New London Underground entrances |
| | New public squares | | Locations for bus stops/stands which have been considered |
| | New / improved crossings | | Potential taxi drop-off/pick up locations |
| | Potential location for restoring the Euston Arch | | Potential cycle parking zones |

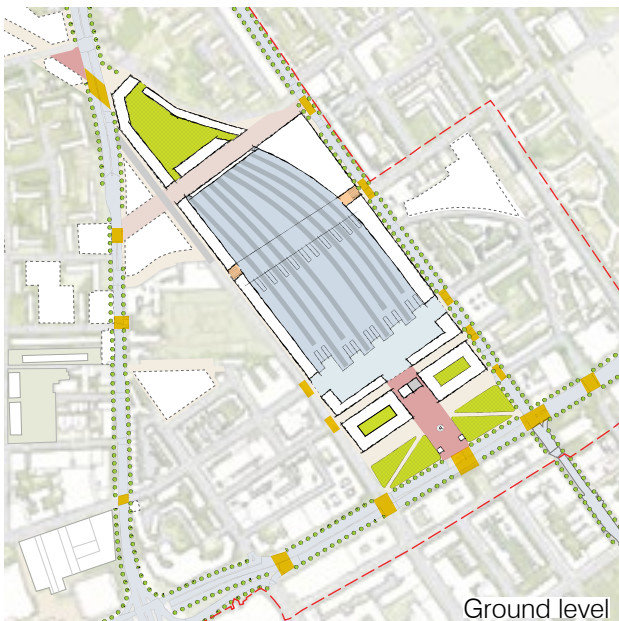
Figure 4.3 Illustrative masterplan to show overall development principles to be applied to any station redevelopment . This area is within the Euston Special Policy area on Camden's proposals map.



Option 1: Largely sub surface station design – development above the station mostly at ground floor



Option 2: New High Speed station alongside existing station – development above station at upper floors



Option 3: Existing footprint

Figure 4.4 Illustrations to show how development principle EAP 1 can be applied to different station stations

Knowledge economy priority:

There is potential for between 170,000 and approximately 270,000 sqm of employment floorspace, which includes the re-provision of existing commercial floorspace, above the new HS2 and redeveloped/refurbished existing station. At least 30% of this floorspace will be encouraged to be provided as either office or research space for knowledge based, innovative or creative industries to support the creation of a knowledge cluster in the Euston Road/King's Cross corridor (also see Strategic Principle EAP1 and supporting text at section 3.2).

A mix of flexible office & research floorspace:

New grade A office space (B1a) should be provided with clear flexible floorplates to allow use by large corporates, academic institutions and innovative small businesses. Research and development floorspace (B1b) should be provided to support and attract existing expanding and new knowledge based, innovative and creative industries here. Some educational uses (D1) may be appropriate here where they are required to support the core B1b research and development space (also see Strategic Principle EAP1 and supporting text at section 3.2).

Enhanced retail offer:

The majority of the potential total EAP retail floorspace is likely to be focused in this area (see Section 3.2). The station site could provide for a balance of A1 retail and A2-A5 uses. Provision should be outwards facing wherever possible, and contribute towards the creation of active streets and a vibrant public realm as well as providing for the needs of passengers. Careful consideration should be given to the relationship between additional retail and the role, character, vitality and viability of neighbouring centres. The exact amount and mix of retail proposed as part of

development here should be supported by robust retail assessments in accordance with the requirements of the National Planning Policy Framework, which demonstrate that the proposed retail mixes do not negatively impact upon nearby centres and meets the needs of rail users and local people.

Camden's policies relating to small and independent retail (Development Policy DP10) should be addressed.

Social infrastructure:

Contributions from new housing development will be required to assist the funding of a new 2FE primary school at Camden Cutting and potentially additional school facilities in the area (depending on the amount of housing proposed) to meet the combined needs of the potential new population in this area. Appropriate contributions towards the provision of community facilities will also be expected (also see Strategic Principle EAP1 and section 3.2 under "social infrastructure").

Design

World class station design:

A new or refurbished station should be of the highest architectural quality. There are three interrelated aspects to World Class Station Design: the highest quality architecture; efficient functionality; and the facilitation of a new piece of city.

Architecture

The final design for the new Euston Station will incorporate above ground buildings. Ideally these will be limited to entrances, booking hall, necessary operational structures and associated retail. The architectural approach to these above ground buildings needs to be driven by the changing and emerging context but their scale and architectural language should immediately convey that this is an extremely significant transport interchange. These buildings need to build on the magnificent legacy of railway stations in London, and the United Kingdom as a whole, and produce a 21st century station of the highest architectural and material quality. This grand architecture will need an appropriate setting, and the expected scale of the station entrance and booking hall will need an equally spacious setting to both facilitate the anticipated number of people accessing the railways and retail, and signify the importance of the place, the building and its function.

Functionality

For most users the success of the station will be down to its functionality and, in particular the platform environment and the ability to easily access, interchange and orientate. Much of this will be determined by detailed station design and links to the Underground. However, the ground level pedestrian and cycle access and interchange with buses and taxis are part of the streetscape and setting of new development and therefore should seek to meet the aspirations of the EAP. Signage will be essential

but access and interchange also needs to be intuitive. The design of the streets and spaces should signify the approach to this major interchange, arrival by train needs to allow an opportunity to orientate and continue journeys on foot in all directions. Interchange with buses and taxis needs to be clear and obvious although not necessarily confined to a single location. Simple, intuitive and legible design is essential to the functionality of this interchange and its connection into surrounding streets and neighbourhoods.

A new piece of city

The detailed design of the station will be considered through the HS2 planning regime with its urban context influencing its design. The redevelopment of Euston Station provides a once in a generation opportunity to create a substantial new piece of city in central London. The space above and around the station and tracks is capable of accommodating a significant number of new homes, jobs, shops and spaces. The provision of new high quality mixed use development set within new streets and green spaces that connect into the surrounding neighbourhoods will help create a vibrant, functional and beautiful new quarter of central London. It must be a place that is as successful for people who live and work in the area, as it is for people who arrive at the station to travel by train. This new piece of city should therefore be designed in conjunction with the new station or the opportunity will be lost.

It should be noted that, notwithstanding the above aspirations, if a station design is progressed on the footprint of the existing station or smaller (i.e. if HS2 does not go ahead or a scheme such as the community led Double Deck Down scheme) this is likely to require less demolitions, therefore reducing potential impacts on the local community.

Comprehensive development:

A comprehensive and integrated approach to station, public transport interchange and over station development above any new station and existing station will be sought. Station redevelopment where tracks and platforms are lowered will be encouraged to enable the creation of ground level routes, an attractive environment and to maximise development potential here.

A joint masterplanning and development process between HS2 and Network Rail will help to ensure delivery of high quality overall development.

Delivery of key routes:

Development above and around the new and existing stations should facilitate the delivery of the following key routes which are key parts of the overall urban design and transport strategies for the area. Constraints associated with railway infrastructure may affect the ability to deliver new routes at ground level across the station site. Nevertheless, the preference would be for these routes to be provided as ground level streets with development and active frontages on either side wherever possible.

Drummond Street – Doric Way:

A new east-west route to connect Drummond Street and Doric Way should be provided as a clear and convenient through route, accessible throughout the day and night either through the station concourse or as a ground level street above a sub surface station. If a sub surface station is capable of delivery, the station building and entrances should be designed to front onto a re-established Drummond Street, reflecting the historic street pattern and station layout.

Euston Street:

Development and/or the station should be arranged to allow for the reconnection of Euston Street which manages the transition between differing street levels of Cobourg Street and

Eversholt Street to create an accessible level public route, throughout the day and night. If it is not possible to reduce the station footprint, the station building and entrances should be designed to front onto a re-established Euston Street. This new route, public realm and space in front of the station should be designed to integrate and connect with Euston Square Gardens through attractive routes, public realm and new squares.

Robert Street – Phoenix Road:

A new east-west route connecting Robert Street with Phoenix Road designed with active frontages, well managed level changes (if required due to station design constraints) to ensure accessibility and excellent quality public realm. In any station design option this would require either the relocation or reduction of the size of the service deck above the existing or redeveloped station. Where the route is provided at upper levels (to be above railway platforms and tracks), work will be required to manage the level changes across the top of the stations and development arranged with active frontages wherever possible to ensure this is an attractive and usable route accessible throughout the day and night.

Varndell Street – Polygon Road:

A new east-west link should be provided as part of the redevelopment of the station which links Varndell Street to Polygon Road. This route should be designed as a street for all users as a safe and overlooked space with generous dedicated provision for walking and cycling and connecting seamlessly to adjacent routes at each end.

A new north-south link:

A new north-south route within or above a redeveloped station should be provided to improve connections between Euston Road, new development to the north of the station and onwards to Camden Town.

Active frontages around the station:

Active frontages should be provided at ground floor around the edge of the station building(s).

Active frontages along Hampstead Road:

Active frontages and uses at ground floor level should be provided to reinforce the connection between Euston and Camden Town.

New public space and buildings at the front of the station:

A comprehensive approach to the redevelopment of the area in front of the station is essential. This would require the redevelopment of the station piazza, 1 Euston Square, 1 Eversholt Street, Grant Thornton House and the Podium to create new high quality buildings and two new public squares in front of the station entrances. This also creates the opportunity to open up the historic route from the Euston Square Garden lodges on Euston Road to the new station entrance and to create a better relationship with the Gardens.

Euston Arch:

Subject to development viability considerations or securing separate funding the Euston Arch could be rebuilt in the vicinity of its original location on the historic axis of Drummond Street if possible, depending on the footprint and design of the station building. The arch historically formed part of the façade of the original station building and therefore its reinstatement should be considered in this context, taking into account any constraints associated with rail related infrastructure. In his response to the HS2 Plus report by Sir David Higgins (17th March 2014), the Secretary of State for Transport asked Network Rail and HS2 Ltd to look into including proposals for a reinstated Euston Arch into more comprehensive redevelopment proposals for Euston Station.

Enhanced setting for Euston Square Gardens:

New development to the north of the Gardens needs to be carefully composed to enhance, enclose and engage with the space.

Protecting and enhancing strategic views and heritage assets:

Development should largely be limited to 10 storeys to protect and enhance the Mayor's strategic view corridors. There may be potential for taller development in the south western and north eastern corners of the area in particular, as shown in the overarching urban design strategy for heights (section 3.3) subject to detailed impact modelling in line with the Mayor's London View Management Framework guidance and consideration of English Heritage's guidance on the Setting of Heritage Assets (2011) and the heritage and design context, particularly the setting of nationally important heritage assets including Regent's Park and Chester Terrace outside the plan area.

Transport and public realm

The redevelopment of Euston Station will play a key role in the delivery of the transport measures set out in Strategic Principle EAP3 and supporting text within Section 3.4 of this Plan: the text set out below should be read in conjunction with this.

Improved station accessibility:

New station entrances east, west, south and north should be incorporated (unless demonstrated to be unfeasible) to facilitate walking and cycling to nearby destinations. Entrances at the north of the station would particularly help to encourage people to walk to Mornington Crescent and Camden Town as shown in figure 4.3.

Bus facilities:

The provision of bus facilities, including high quality passenger waiting facilities as well as standing and turning for terminating services, will be required in order to meet increased future passenger demand and operational requirements.

The design of the bus facilities needs careful consideration, in order to improve the setting of Euston Square Gardens, enhance the public realm, and contribute positively to the image and attractiveness of Euston as a gateway to London and major new destination.

A number of options for a new bus facility have been assessed and the proposed option of a new linear bus street is now to be developed further as TfL's preferred option. Section 3.4 of this Plan (Public transport infrastructure – Bus facilities) sets out general design requirements for new bus facilities at Euston and seeks to ensure that new provision meets the requirements of bus passengers whilst also providing a permeable, safe and attractive environment for pedestrians and cyclists. A

linear bus street option would be designed to meet these requirements through:

- Providing a linear arrangement that has a reduced width and reduced barriers (to the current bus facility), therefore reducing severance;
- Being designed to be of similar scale to the surrounding street network, and to feel like a part of an attractive London streetscape
- Accommodating pedestrian crossings on the key desire lines to and from Euston Station, providing for generously sized, safe and attractive routes that meet anticipated levels of footfall
- The prevention of buses from stopping on pedestrian crossing points would enable visual gaps along the bus street, thereby preventing a visual 'wall of buses' waiting in front of the station. This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.
- Protecting and enhancing the spatial integrity of Euston Square Gardens and removing bus movements from within the open space.

An option to reduce the amount of bus infrastructure in front of the station by stopping more buses on existing streets has also been investigated, and Camden Council is keen to continue discussions with TfL through the TfL Roads Task Force work. Any new bus facilities provided will need to balance the needs of bus users with a safe and attractive public realm environment for pedestrians and cyclists. Please also refer to section 3.4 for more details on the approach to bus facility provision.

High quality public realm at Cobourg Street:

Cobourg Street is proposed as a pedestrian and cycle priority area, where a careful approach to the design of the public realm will be required to also provide limited space for taxi standing, drop and pick up only if this cannot be accommodated away from residential uses or on new streets created associated with the Euston Station footprint to the north of the station.

Managing demand and provision for taxis and private hire vehicles:

Whilst ensuring a high level of service for taxi users Camden and the Mayor will seek to try and reduce the impact which the vehicles have on the local area through:

- the use of taxi sharing and by promoting alternatives modes such as walk and cycling
- encouraging the use of cleaner vehicles through the introduction of an Ultra Low Emissions Zone (ULEZ) and ensuring that ranking and pick up / drop off are carefully managed
- focusing taxi movement on the station site, particularly new streets created, and away from predominantly residential uses

Please also refer to section 3.4 for more details on the approach to taxi management in the area.

Provision of new routes:

New pedestrian and cycle routes should be facilitated by new development, as set out in detail in the design section above and on figures 4.3, 3.3, 3.5, 3.6 and 3.8.

Provision of cycle facilities to meet new demand:

Cycle parking zones are proposed for key locations close to cycle routes, to help encourage cycling as a convenient way to travel to and from the station. The station site should provide significantly enhanced provision for cyclists in order to support an increase in the mode share of cycling from Euston Station. See figure 4.3 and 3.5 for proposed locations.

Station integration with Crossrail 2:

Should Crossrail 2 proceed, it will be essential for the Euston/St Pancras Crossrail 2 Station to be integrated with the redeveloped Euston Station with excellent interchange facilities.

Environment

A low carbon energy centre location:

Developments proposed in and around the station area should accommodate or contribute towards a low carbon energy centre being delivered on or in the vicinity of the station site to link into and serve the wider decentralised energy network.

Coordination with wider local energy network:

Development above and around the station should link into the wider decentralised energy network.

New open spaces and amenity space:

The maximum possible on-site publicly accessible open space should be provided. However, transport infrastructure constraints mean that it may be challenging to re-provide the open space lost at St James's Gardens and Hampstead Road Open Space or to meet all additional public open space demands on-site. A key priority will be the replacement of St James's Gardens as open space as close to its original location as possible in the Drummond Street/ Hampstead Road sub area (see Section 4.4), along with contributions towards other off-site open space enhancements and on-site private open space provision.

Full consideration should be given to the provision of additional open space on decking space above the tracks to the north of Camden Cutting (see Figure 4.6) as part of development proposals involving higher levels of development on the Euston Station and Tracks, either through direct provision or through a financial contribution, taking into account feasibility and viability issues.

Reducing flood risk through:

- The incorporation of Sustainable Urban Drainage Systems (SUDS) into the public realm design will be required to mitigate the risk of surface water flooding.
- Provision of green roofs and landscaped public realm.

Delivery strategy

Detailed delivery information for the Euston Station and tracks area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A comprehensive approach

A comprehensive and integrated approach to station, forecourt and public transport interchange development will be required with any station design option, to secure well designed over station development across both the high speed station and a redeveloped Euston Station and facilitate the redevelopment of the station forecourt area, well integrated with wider public transport interchange infrastructure. A joint planning approach is required from Network Rail and HS2 to ensure that the design of the new HS2 station facilitates over-site development and the forecourt area meets the above development principles.

Over-site development depends on the layout of tracks and station facilities to allow for the location of structural columns to support a deck for over-site development. This is particularly important if the high speed station is added to the existing station, but will still be important if a largely sub surface station design is progressed, which would more readily meet the aspirations of this plan. Section 5 of this Plan indicates areas where structural constraints may make it challenging or costly to provide a deck for new development and the potential need for flexibility and prioritisation in the application of EAP principles, but highlights that the provision of the full extent of decking should be the starting point for any development proposals.

The delivery of development here should be closely linked to ambitions for new employment/ economic development. This will respond to the demand for central London commercial office space, the well evidenced growth and demand of the knowledge sector in and around Euston as well as the potential expansion requirements of health and, or, higher education institutions. The delivery of development here should be linked to and support the development of new housing, school and open space at Camden Cutting, see section 4.3. This will help to ensure the best use of space above the station and tracks is made and that the opportunities for new housing in association with station development are maximised. The balance of homes and jobs provided here may need to be reconsidered in the context of Camden's mixed use policy (policy DP1 of the Camden Development Policies) if sites to the north of the station site over the tracks, up to Hampstead Road and beyond are not progressed as the proportion of housing and commercial floorspace has been devised across both areas.

Viability and funding

There is well established demand for commercial, institutional, retail and residential development in the Euston Area. Transaction and purchase values are high, and announcements of major development and occupier commitments north of Oxford Street, Holborn, Fitzrovia, the Euston Road Corridor and King's Cross indicate the level of demand. The number of permitted and completed schemes is an indicator of fundamental viability in this location under a variety of circumstances.

Development above new and existing station facilities will face challenges that are distinct from those more typical at grade sites. The cost of providing a deck to support development above the HS2 station and tracks has been considered as part of high level viability testing for this plan. This is the most significant individual cost in developing in these areas, notwithstanding those expected to be covered by the construction of HS2 and over-site development itself. Estimated costs for the construction of decks to support either development or public realm have been provided by HS2. The high level testing of development scenarios has indicated that the EAP capacity ranges for homes and jobs and key principles plan for the station area are sufficiently close to viability to progress, notwithstanding the potential structural decking constraints. However, the delivery of affordable housing and open space will be more challenging in a location with such unusual costs. Camden's planning policies apply flexibility in setting out planning requirements, in order to take into account viability and other constraints that affect the ability of development to meet policy targets. Development proposals will be considered in this context. Densities have been tested at levels which are similar to those associated with over-site development at other locations in central London, as at

Liverpool Street station.

Further refinement on detailed design will help to address viability, however additional funding from the Government through extra funding for the HS2 station at Euston or other mechanisms may be required to help deliver all the EAP principles and objectives here. Further funding is likely to be required for HS2 if the more comprehensive HS2 baseline scheme /emerging new level deck scheme is progressed, but this could deliver higher levels of homes and jobs (at the upper end of the ranges set out in this document). There may also be other ways of delivering a comprehensive redevelopment of the station with lowered platforms and tracks on the existing site, through Network Rail /DfT working in tandem with the HS2 process. Delivery and funding options would need to be investigated.

Key projects, delivery partners and mechanisms

Euston station redevelopment:

The Department for Transport, HS2 Ltd. and Network Rail will be critical in progressing any proposals for this area as well as Camden Council in its role as landowner (for some roads/areas) and planning authority. HS2 Ltd. is responsible for delivering the new rail route and associated infrastructure, whilst Network Rail and DfT will have an important role in progressing the over-site development potential above both the station and tracks and any redevelopment of the existing station building. It is anticipated that a combination of these organisations will need to progress any development proposals through more detailed masterplanning and feasibility work and potentially seek to secure development partners and/or additional Government funding. Euston Estates who are long leaseholders on the three office blocks in front of the station are also important stakeholders.

Infrastructure:

Cycle facilities, public realm enhancements, improved bus and taxi facilities, new routes, open space and the provision of, or contributions towards, appropriate social infrastructure will be sought as part of any proposal to redevelop the station through appropriate S106 and/or CIL contributions. The provision of a renewable low carbon energy centre within or in the vicinity of the station site will also be sought. Delivery partners and mechanisms for the station site are listed above. The extent of infrastructure provision expected will be dependent upon the level of development proposed and viability considerations. See section 5.6 for information on the approach to S106 and CIL contributions.

Phasing

It is anticipated that works to enable over-site development at Euston Station would largely happen within the HS2 delivery programme. Opening of the HS2 station is anticipated for 2026, which will include a year of testing prior to opening. The phasing set out below assumes that over-site development occurs at the same time as providing a deck but OSD construction is likely to continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.

Medium term (2019-2024)

- Euston Station footprint constructed
- HS2 station footprint constructed
- Redevelopment of Euston Station forecourt and existing office blocks
- Infrastructure provision

Long term (2024+)

- HS2 station – open in 2026
- Phased over site development

4.2 Euston Road

Context:

- Euston Road sub area has a wide variety of land owners and accommodates a range of commercial businesses and organisations.
- It is a busy east-west transport route for vehicles (part of the TLRN and forms the boundary of the congestion charge zone) and pedestrians and connects the King's Cross regeneration area (to the east), residential communities to the north, Bloomsbury (to the south), Regent's Park (to the west) and Fitzrovia and the West End (to the south west).
- It contains a number of designated heritage assets including the Grade I Listed Church of St Pancras and the Grade II* Listed Euston Fire Station and is largely covered by Bloomsbury Conservation Area. A number of buildings associated with commercial, research and institutional occupiers, notably the Wellcome Building, 1-9 Melton Street (Grade II Listed), Friends' House (Grade II Listed), and the British Library, are also of architectural and heritage importance.
- Euston Square Gardens is a protected London Square fronting onto Euston Road and provides the setting to the Euston Station complex. While it accommodates significant levels of pedestrian movement, it is underused as a potential amenity space.
- The existing bus station arrangement to the north of the gardens is dated, impermeable and whilst functional as an interchange it provides a poor setting for the station and gardens in design terms.
- Euston Road is also a street with a number of commercial, scientific research and institutional uses including UCLH, Wellcome Trust, Friends House and the British Library.

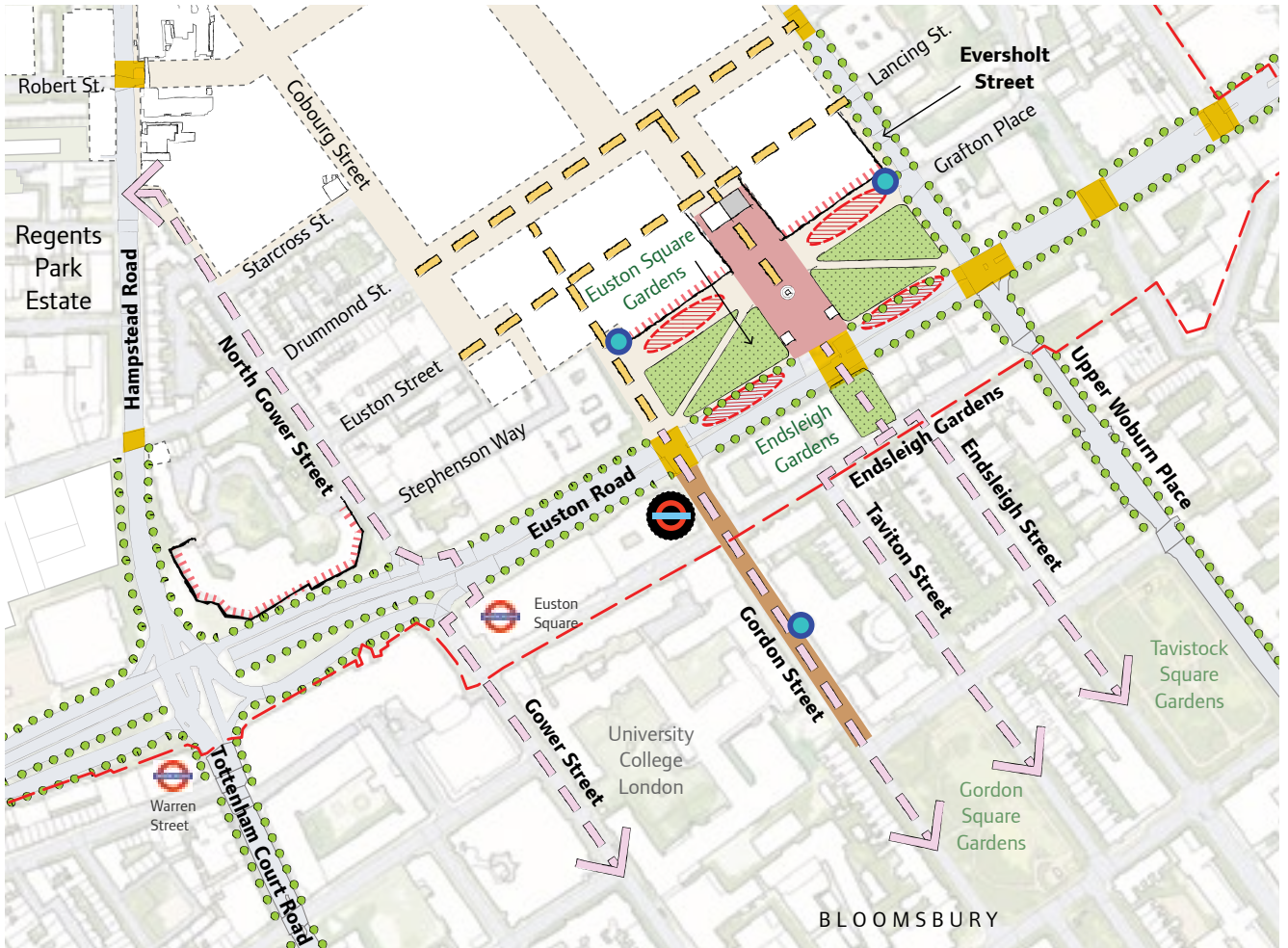
Development principles:

Development Principle EAP 2: Euston Road

A: Euston Road will be transformed to provide a more pleasant and accessible street environment befitting its role as a national and international gateway to London.

B: Elements of the historic design of Euston Square Gardens and its heritage assets will be restored, including moving the Stephenson Statue close to its original location. Opportunities to improve their setting through the provision of a redesigned bus facility and new development to front onto them will be encouraged to create a more welcoming, usable and attractive green space.

C: Camden and TfL will work with developers and HS2 to improve / introduce new road crossings and the overall quality of the public realm. Development and proposals should lead to improved building frontages and active uses where opportunities emerge to create a more attractive and vibrant street.



- | | | | |
|--|--|--|---|
| | Main retail frontages (new and improved) | | New walking and cycling only links |
| | Existing open space improved | | Existing roads greened / road environment improvements |
| | New public squares | | Enhanced existing walking and cycling links |
| | New / improved crossings | | New London Underground entrances |
| | Gordon Street pedestrianisation | | Locations for bus stops/stands which have been considered |
| | Potential location for restoring the Euston Arch | | Potential cycle parking zones |

Figure 4.5 Euston Road – illustrative masterplan

Land Use

New developments should take opportunities to create a more vibrant and successful place along Euston Road, where opportunities emerge.

- Knowledge economy priority: Knowledge based uses will be supported, as part of a mix of uses, to reinforce the emerging knowledge corridor along Euston Road.
- Enhanced retail offer: Consideration of the extension of Central London Frontage to buildings to the west of Friends House to activate the street and support the retail role of the area.

Design

New developments should take opportunities to deliver improved building frontages for the Euston Road sub area where opportunities emerge.

Active frontages:

Redevelop or improve negative building frontages identified in figure 4.5, in particular through introducing well designed active frontages at ground floor level.

Enhancing heritage assets:

Improve the setting of, and views to, heritage assets, including the Church of St Pancras (Grade I Listed), Euston Fire Station (Grade II* Listed), 1-9 Melton Street (Grade II* Listed), 14-15 Melton Street, Friends House (173-177 Euston Road, Grade II Listed), and listed features within Euston Square Gardens. The relocation of the Stephenson Statue between the lodges will be encouraged.

Transport and public realm

Improved pedestrian environment:

- Enhanced and enlarged pavement space to create an easier and more pleasant pedestrian environment where alterations to the building line or the road allow
- Improved pedestrian crossings along Euston Road to ease north-south and east-west movement including at key junctions and at Friends House, potentially through new diagonal crossings, or other improvement measures, to be investigated between TfL and Camden through the Roads Task Force work.
- A new sub surface crossing linking Euston Station with Euston Square Station directly should be provided to help meet additional passenger demand and enhance road crossing options for pedestrians in general.

Improved cycle routes:

Improvements to existing east-west routes through the introduction of Advanced Stop Lines where they are not currently provided and improved cycle safety, through cycle lanes and enforcement where alterations to the building line or road allow. Improvements to cycle facilities will also be encouraged.

Improved wider connectivity:

Support wider connectivity and improve legibility of links to Bloomsbury, Fitzrovia, King's Cross and St Pancras, and residential communities to the north through road crossing and wayfinding improvements.

Improved bus facilities:

Consideration of the reconfiguration to existing bus facilities, as set out in section 4.1 above, in order to enhance the local environment whilst maintaining an effective bus interchange. Further assessments are required to achieve the best balance between providing a high quality interchange facility and a high quality of urban realm which is permeable for pedestrians.

Sustainable future of Euston Road:

Camden will work with TfL to consider the future role and relationship with sustainable transport modes on Euston Road as part of the Euston Road Task Force work.

Transport corridor role:

Euston Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2 and/or any station redevelopment.

Environment

Reinstating and improving Euston Square Gardens:

Euston Square Gardens could be improved to provide an enhanced entrance to Euston Station, and reinforce its role as an important green space and its status as a historic London Square. This should include reference to the original plan and layout of the Gardens. The gardens should be retained and improved, however if HS2 requires their use to enable construction of the HS2 project they should be fully reinstated following completion. The following measures to improve the gardens will be supported:

- Significantly improved landscaping, creating a more attractive place for users and mitigating noise from Euston Road through effective planting based on the historic layout
- Enhanced connectivity through the gardens
- Improving legibility to nearby destinations, including through effective wayfinding
- Enhancing its setting thorough redevelopment (or reconfiguration) of buildings to the northern edge of the square to provide an improved, more animated frontage (see Euston Station key design principles at section 4.1)
- Encouraging the use of the square for events and performances

- Proposals for the Gardens should be informed by a detailed study of their historic significance, including the original layout and the extent of remaining original fabric (for example, historic railings). The findings of the study should then provide the basis for design proposals (whether for improvements or replacement), along with wider design, public realm and accessibility considerations, to enhance the Square's historic significance whilst meeting Area Plan objectives

Greened roads:

Deliver a greener environment with tree planting, landscaping and planters wherever opportunities emerge to mitigate noise and air quality issues along Euston Road in particular. The provision of pocket parks in appropriate locations will be supported, where opportunities emerge.

Delivery strategy

Detailed delivery information for the Euston Road area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A comprehensive approach

This is a high visibility signature location in central London. This location is well placed to directly respond to the demand for central London commercial office space, the well evidenced growth and demand of the knowledge sector in and around Euston as well as the potential expansion requirements of health and, or, higher education institutions. It is also expected that renewed retail, dining and entertainment provision can be part of the offer here.

Key projects, viability, delivery partners and mechanisms

Camden Council, TfL, Network Rail and HS2 will all play a critical role in delivering improvements to the Euston Road area. HS2 should provide adequate temporary and long term measures to mitigate construction impacts in the area.

Euston Road: TfL is considering the long term role of Euston Road through its Road's Task Force project and an additional Euston Road specific report considers short, medium and long term potential projects to deliver stakeholder aspirations for the road. Improvements to public realm, bus facilities, cycle and pedestrian facilities and also new planting/greening on the road will be investigated through this work and improvements sought to be delivered in association with station redevelopment where appropriate. A new sub surface road crossing to link into Euston Square Station is proposed

to be delivered by HS2. Short term potential for temporary improvements to road crossings, bus facilities and cycle facilities, will be progressed by Camden Council, TfL, and HS2 and should be funded through the HS2 mitigation process where appropriate.

Euston Square Gardens: If Euston Square Gardens are required by HS2 in the short term to facilitate station construction, in reinstating the gardens, the design principles set out should be endeavoured to be met as much as possible by HS2.

Phasing

Improvements to crossings, junctions and cycle routes can be delivered as part of a phased approach. However the construction of HS2 will make many of the suggested improvements difficult to deliver until the completion of these works. There may be short term temporary improvement opportunities, but many of the projects, such as the improvements to Euston Square Gardens would be implemented in the long term.

Medium term (2019 – 2024)

- Greening of Euston Road, Enhanced bus facilities, Improved cycle facilities
- New road crossings

Long term (2024+)

- Euston Square Garden reinstatement/improvements
- Sub surface crossing to Euston Square Station

4.3 Camden Cutting

Context:

- Historic railway cutting largely owned by Network Rail. The surrounding area is predominantly residential in nature.
- Camden Town and Regent's Park Conservation Areas bound the cutting
- Heritage assets surround the northern part of the cutting, including Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.
- In addition, the cutting area contains a number of undesignated heritage assets including the walls along Mornington Terrace, Clarkson Way and Park Village East, which have been identified through Camden Council's Local List process. Mornington Street Bridge itself is also an undesignated heritage asset, but the brick piers at either end are Grade II Listed structures.
- Contains Site 11 Granby Terrace of the Camden Site Allocations document (this site would be lost as a result of HS2)
- Significant HS2 construction impacts resulting in the loss of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot
- There may be a need for rail-related infrastructure, such as mechanical ventilation, as part of any development on the cutting area. Such provision would need to be designed to blend in with its surroundings.
- As part of EAP consultation, the potential for new homes and open space above the tracks was supported by a number of respondents. However a number of respondents also considered that the space should be left open, or as open space only.

Development principles

Development Principle EAP 3: Camden Cutting

At least 1,400 new homes (maximising the provision of permanent self contained housing, use class C3), open space, school and community facilities along with improved pedestrian and cycle links could be provided above the southern part of the railway cutting to help make the most of this underutilised space and reconnect communities. Additional open space on the northern part of the cutting will be encouraged to mitigate any local loss and provide new open space, if funding can be secured. Development proposals should be sensitive to the historic context and seek to preserve and enhance the setting of heritage assets through sensitive design and scale.

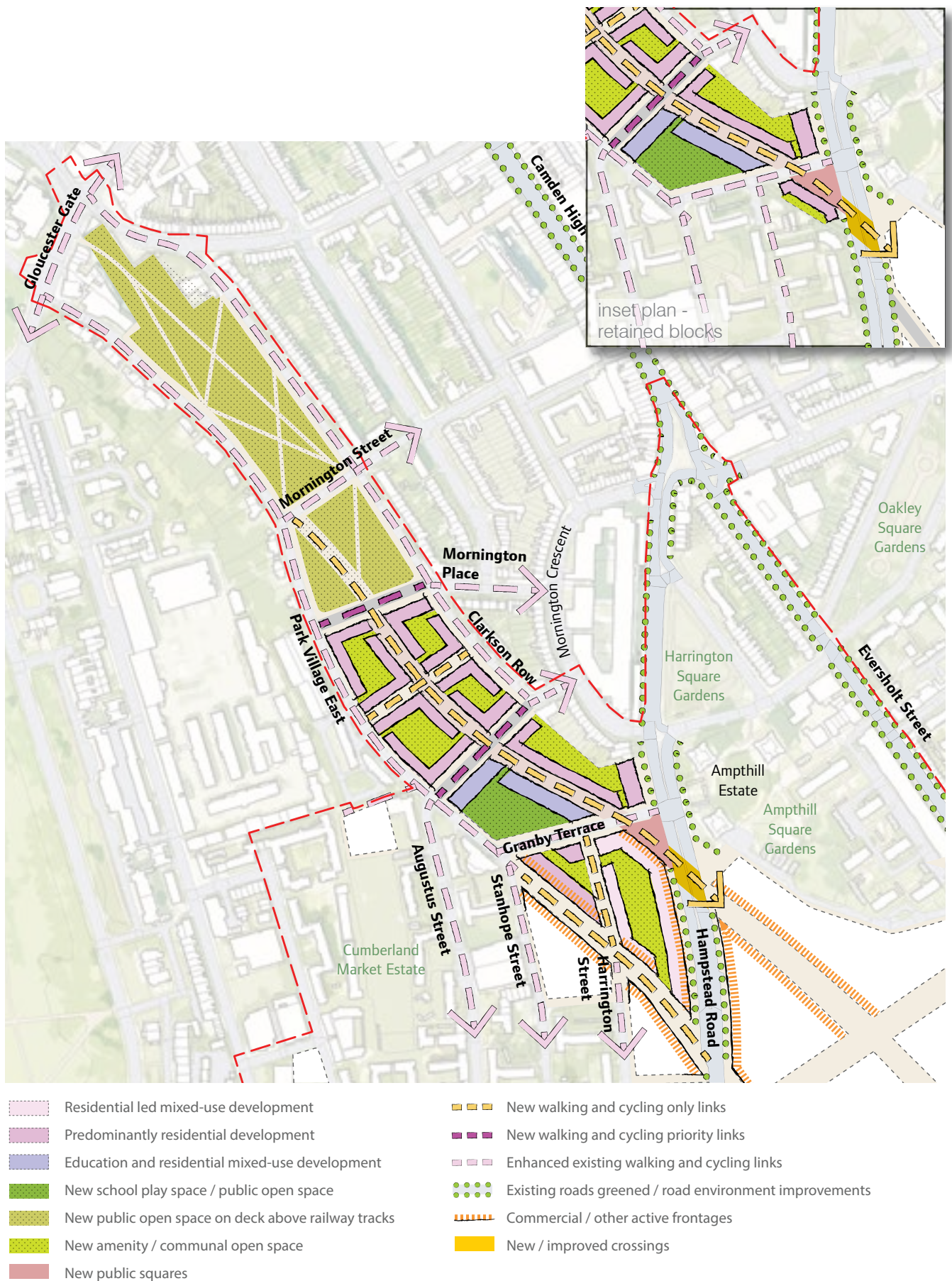


Figure 4.6 Camden Cutting illustrative masterplan and inset to show layout if residential blocks are not required to widen the railway tracks - this area falls within the Euston Station and tracks Special Policy Area within Camden's proposals map.

Land Use

New homes:

There is potential for at least 1,400 new homes to be developed above the tracks and on the HS2 worksites. Provision should include the maximum reasonable amount of affordable housing provision, taking into account any relevant viability issues, in line with Camden's LDF policies CS6 and DP3 and Strategic Principle EAP1.

New jobs:

New commercial uses should be provided at ground floor and potentially upper levels fronting onto Hampstead Road, to reinforce the role and function of this street. This space could provide approximately 230 new jobs.

Social infrastructure:

A new 2FE primary school should be provided as a minimum to support new housing here and above and around the station. Potentially a further 1-2 FE of school provision, depending on the number of homes proposed, will be required to meet estimated school place demands in the area. Therefore contributions from development here combined with contributions from development around Euston Station, could support the funding of additional school facilities in the Regent's Park Estate if required. This is to ensure the combined needs of the potential new population are met within or close to the plan area. Contributions towards the provision of community facilities will also be expected.

Design

Historic character and scale:

The layout, scale and design of development of the Camden Cutting should be sensitive to its built and historic context, which includes the Regent's Park and Camden Town conservation areas, Grade II listed terraced buildings on Mornington Crescent/ Hampstead Road and Mornington Terrace, Grade II listed piers on Mornington Bridge Grade II* listed villas on Park Village East. Viability issues also need to be taken into account given the likely cost of building a supporting deck.

An indicative layout is provided in figure 4.6 above to illustrate key routes and potential development parcels, taking into account the historic and built context, and likely scale of development likely to be required for development to be viable. A detailed design process should further refine the scale, massing and detailed appearance to ensure an appropriate response to context.

A full assessment of the existing built and historic context and surrounding heritage assets should be carried out. Development proposals should then set out how the development responds to this context. In considering proposals for development on the Camden Cutting, the following key principles will be applied:

- New development should be scaled to reflect the cutting's historic setting, the different ground levels of existing streets and the height level of any new deck above the cutting. Building heights should be up to/in the region of 4-6 storeys (12-18 metres) to the north of the development parcel rising up to around 9-10 storeys (i.e. around 27- 30 metres from existing ground level (which equates to between 53 metres AOD and 54.2 metres AOD) to the south

close to Hampstead Road. These indicative heights should be measured from existing ground level (2014) based on Ordnance Survey Data.

- New routes across the cutting should connect with existing streets in the area to enhance permeability;
- The design of new development and materials used should respect and enhance the character of the surrounding historic townscape, responding to the character of surrounding buildings, particularly the fine grained historic terraces and villas. Where possible, remaining sections of the railway cutting walls and parapets should be retained and incorporated into the design of new development where possible; and
- Any proposals should include a high quality landscaping strategy, which seeks to maximise provision of planting/greenery within development and consider how landscaping can be used to integrate development with the existing streetscape.

Active frontages along Hampstead Road:

Active frontages and uses at ground floor level should be provided along Hampstead Road to reinforce the connection between Euston and Camden Town. Elsewhere in the Camden Cutting building frontages should ensure overlooking of streets and public spaces and the creation of a vibrant townscape.

Transport and public realm

New east-west links:

The design of new development should facilitate the creation of new east-west pedestrian and cycle links between Park Village East and Clarkson Row/Mornington Terrace to improve the permeability of the area.

Park Village East should be extended to meet Hampstead Road, but as a local access route only.

Hampstead Road:

Hampstead Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2.

Environment

New open spaces and amenity space:

There is potential to provide a publicly accessible open space of over 2,000sqm in the southern half of the Camden Cutting area, alongside residential development. An additional, larger open space could also be provided above the railway area on the northern part of the railway cutting (see figure 4.6). Whilst the potential provision of this larger space would be subject to engineering constraints and funding issues, the delivery of higher end housing and employment floorspace growth (as set out in Development Principle EAP1) would lead to higher levels of need for additional open space provision, and thus create higher pressure for this larger open space to be considered as part of development. This would enable the creation of a green cycle route from Euston to Camden Town, as well as a valuable amenity space for the existing and new community.

Where it is not possible to deck over the cutting, the railway cutting should be able to be viewed from street level, through appropriately designed walls where compatible with railway safety and operations requirements.

Noise

Any decking over the tracks should be designed to assist in minimising noise from trains below.

Delivery strategy

Detailed delivery information for the Camden Cutting area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A comprehensive approach

New development above and around the station and tracks to the south of Hampstead Road (as described at section 4.1) should be linked to and support the development of new housing, school and open space here if necessary to help improve viability. This will help to ensure the best use of space above the station and tracks is made and ensure that the opportunities for new housing in association with station development are maximised.

Viability and funding

There is ongoing and well established market demand and need for housing in London, the London Borough of Camden and the Euston and Camden Town Areas. The resultant values have been used to underpin market led residential developments as well as mixed tenure approaches to estate renewal in across Camden. Affordable Housing and CIL Viability Studies at the London wide and Borough level have evidenced the viability of residential development under policy requirements.

Whilst there are engineering requirements associated with decking over railway tracks, HS2 Limited has indicated decking in this area would be feasible, although it may not be possible to deck over the cutting completely due to significant technical constraints. Section 5.5 (Figure 5.1) of this Plan indicates areas where structural constraints may make it challenging or costly to provide a deck for new development, but highlights that the provision of the full extent of decking should be the starting point for any development proposals. The cost of providing a deck to support residential led development above the tracks has been considered as part of high level viability testing for this plan. This is the most significant individual cost in developing in

these areas, notwithstanding those expected to be covered by the construction of HS2 and over-site development itself. Estimated costs for the construction of decks to support either development or public realm have been provided by HS2. Camden's planning policies apply flexibility in setting out planning requirements, in order to take into account viability and other constraints that affect the ability of development to meet policy targets, and development proposals will be considered in this context. Additional funding may be required to provide the large area of open space in the northern half of the cutting.

Key projects, delivery partners and mechanisms

New housing and infrastructure: The Department for Transport, HS2 and Network Rail will be critical in progressing any proposals for this area. HS2 is responsible for delivering the new rail route and associated infrastructure, whilst Network Rail and DfT will have an important role in progressing the over-site development potential above both the station and tracks. It is anticipated that a combination of these organisations will need to progress any development proposals for new housing and associated school, community facilities and open space provision along with enhancements to the existing green network through more detailed masterplanning and feasibility work and potentially seek to secure development partners and/or additional Government funding.

Phasing

It is anticipated that works to enable over-site development here would largely happen within the HS2 delivery programme. The opening of the HS2 station is anticipated for 2026, which will include a year of testing prior to opening. Resolving the layout of the tracks will be an earlier component of HS2's work, but given the amount of change and need to retain construction compounds in this area it is not anticipated that redevelopment in this area would be delivered until the longer term (2024+).

4.4 Drummond Street and Hampstead Road

Context:

- The Drummond Street/ Hampstead Road sub area contains a mix of uses including shops, restaurants, homes, St James Gardens open space and Maria Fidelis Lower School. Many of these will be directly affected by any station expansion westwards. Land ownership in the area is similarly diverse, and includes public and private ownership of buildings, land and containing a number private and social rented homes.
- The Former National Temperance Hospital building (Camden Site Allocation no. 12) on Hampstead Road is of local heritage value. However, HS2 Ltd have indicated that the construction of HS2 requires the building to be demolished.
- Drummond Street is a designated neighbourhood centre and contains a diverse mix of uses including specialist ethnic restaurants and shops. The centre could be affected by prolonged construction activity relating to the delivery of a new HS2 terminus at Euston.
- There are areas of historic and townscape character, including listed buildings and undesignated heritage assets in the Drummond Street area, and the historic St James's Gardens, which contains a number of listed features. Approximately two thirds of the Gardens lies within the proposed extended footprint of Euston Station as proposed by HS2. Parts of this sub area also detract from the street scene and require action, such as blank building frontages facing onto Hampstead Road, and the blank western frontage to Euston Station.
- Hampstead Road is part of the Transport for London Road Network, and provides an important north-south road connection between Euston Road and Mornington Crescent, but traffic dominance reduces the attractiveness of the local environment.

Development principles

Development Principle EAP 4: Drummond Street & Hampstead Road

Development proposals in the Drummond Street and Hampstead Road area will protect and build upon the existing character of the area and heritage assets, and take opportunities to enhance connections, the public realm and building frontages where appropriate. Key priorities include the provision of a replacement public open space in the area and the protection and enhancement of the Drummond Street area as a unique, successful and characterful neighbourhood centre.

Land Use

A balanced mix of new uses:

New floorspace provided in the development opportunity sites identified in figure 4.5 is likely to be predominantly residential, with other uses including employment. The historic and vibrant character of the area indicates that this area would be suitable for creative uses as part of conversions and mixed development, including meanwhile uses in any properties vacated as a result of the construction of HS2. Commercial uses as part of mixed use development along Hampstead Road could help to connect the existing and future commercial centres at Euston and Camden Town.

Protecting Drummond Street's role:

Supporting the vibrancy and specialist role of Drummond Street neighbourhood centre during and after the construction of HS2 or any station redevelopment:

- No further loss of ground floor retail uses in Drummond Street will be allowed, as retail units already provide under 50% of overall units along the street, unless it can be demonstrated that such a change is unavoidable to ensure the ongoing role of the centre taking into account any history of vacancy in the centre and the viability of retail uses. Change of use to residential at ground floor will be avoided, in order to maintain active frontages and protect the commercial role of the centre.
- Potential for additional food and drink uses to a higher proportion than usually allowed in Camden's neighbourhood centres, subject to an assessment of impacts on the local area.

- The scale and form of any new or altered ground floor frontages in the Drummond Street/ Euston Street should reflect the fine grained nature of ground floor frontages in the area, in order to maintain existing local character.
- Supporting meanwhile uses to help keep property in use during the construction period of HS2 in particular and in line with the principle set out below.

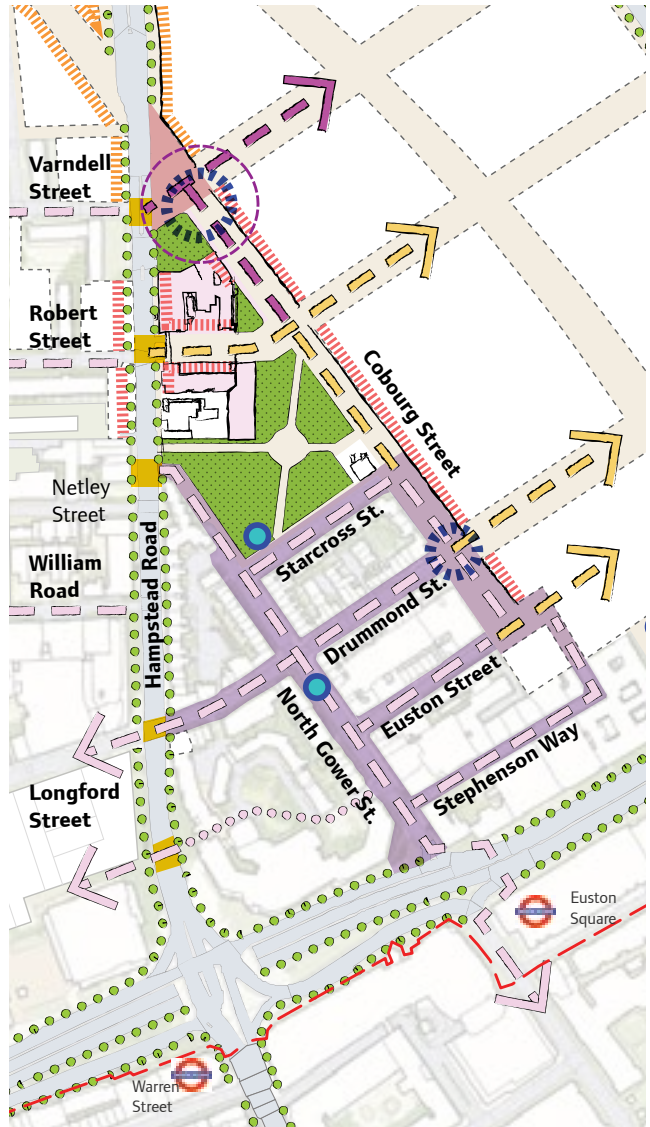
Supporting meanwhile uses:

Properties immediately west of the HS2 Euston Station footprint are likely to be significantly affected by construction works and, by proximity to the station building. Flexibility will therefore be applied in considering proposals for 'meanwhile' uses for developments if the current use is not viable as a result of construction work associated with HS2. In exceptional circumstances, a permanent change of use would be considered where it can be demonstrated that the use would no longer be viable due to the changed context station building or use.

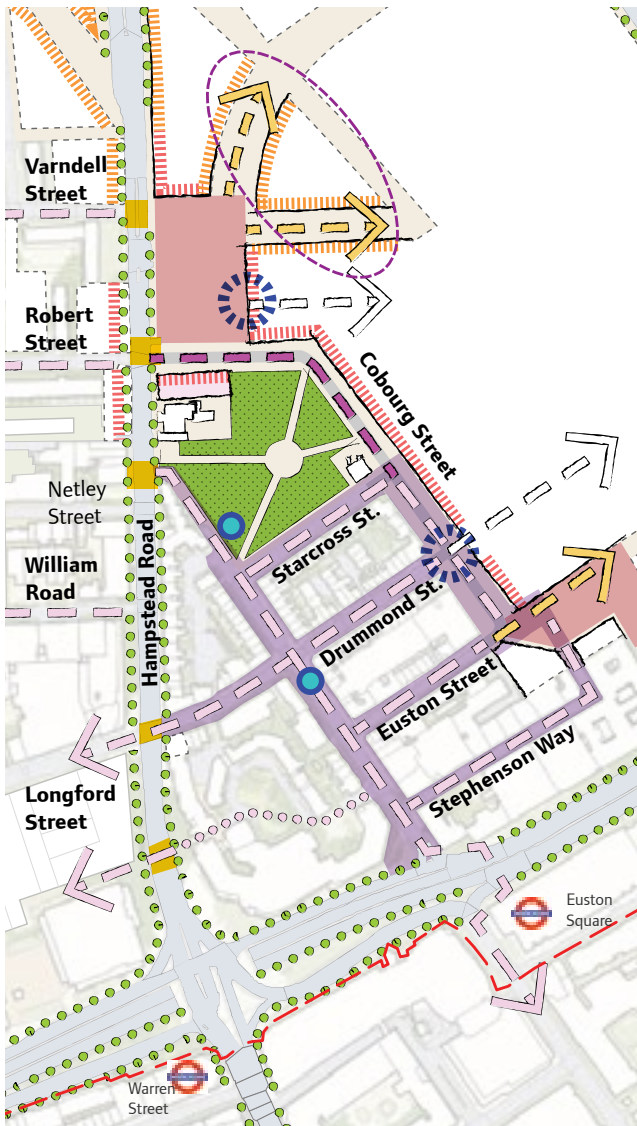
Design

Protecting and enhancing existing built character in the area by:

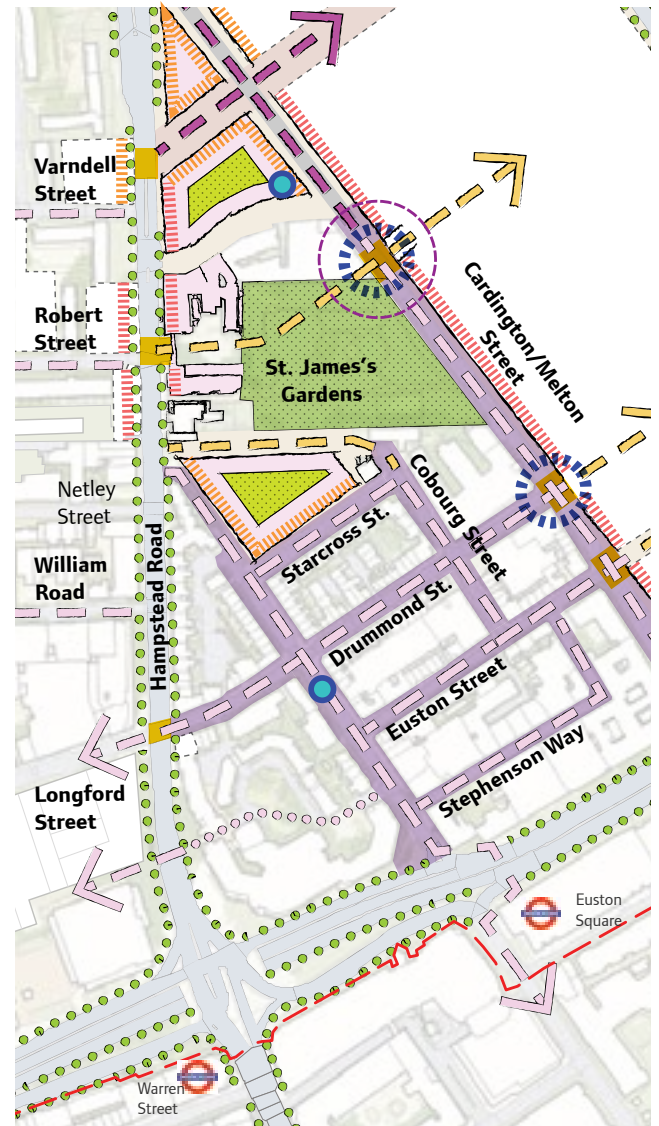
- Protecting buildings and groups of buildings of historic character, and which make a positive contribution to the streetscape
- Maintaining and respecting prevailing building heights and scale. Where new infill opportunities emerge around Drummond Street/ Euston Street, the fine grain nature and limited scale of the area (three to four storeys) should be respected
- Supporting refurbishment works to reverse inappropriate alterations to some historic buildings and terraces
- Encouraging shopfront enhancements along Drummond Street, to improve the street scene and better reflect the historic character of buildings on the street. Any alterations to existing shop fronts should reflect the fine grained built nature of the area
- Supporting infill or redevelopment of sites or buildings that currently detract from the street scene
- Retention of remaining listed structures in St James's Gardens and relocation of listed structures that fall within the expanded Euston Station footprint.



Option 1: Comprehensive sub surface station design



Option 2: New + retained existing station



Option 3: Existing footprint station redevelopment

- Residential led mixed-use development
- Potential reprovided lost open space
- New public squares
- Main retail frontages
- Commercial / other active frontages
- New / improved crossings
- Public realm enhancements
- Station entrances

- New walking and cycling only links
- New walking and cycling priority links
- Enhanced existing walking and cycling links
- Route through station concourse
- Existing roads greened / road environment improvements
- Potential taxi drop-off / pick up locations
- Potential cycle parking zones
- Existing path through residential areas

Figure 4.7 Drummond Street and Hampstead Road illustrative masterplans reflecting different station design options Option 1 would be preferred as it better meets the EAP objectives

Design of new development:

Ensuring development sites improve the urban fabric and street scene and integrate with its surrounding context:

- *The National Temperance Hospital site:*
The opportunity exists to enhance the relationship with St James's Gardens and Hampstead Road. This site is allocated in the Camden Site Allocations document. The existing buildings on the site are planned to be demolished as part of works to enable the construction of HS2 but the potential to retain and reuse the buildings in whole or in part will be encouraged if an alternative station scheme is progressed.
- *Cobourg Street:* Over the longer term, the frontage on the west side of Cobourg Street, located between (and incorporating parts of) Drummond Street and Euston Street could be redeveloped to provide a more attractive frontage that responds better to its new context.
- Active ground floor uses will be sought on frontages facing onto Hampstead Road and the proposed new public open space.

Transport and public realm

Drummond Street area public realm:

Public realm improvements will be sought for the area including Drummond Street, Euston Street and Stephenson Way. In association with this, Drummond Street/Euston Street will be designed as a pedestrian and cycle friendly place with a high quality public realm and appropriate traffic management measures to make it a successful and vibrant place.

Enhanced Hampstead Road public realm:

An enhanced public realm along Hampstead Road, including improved pedestrian crossings and cycle facilities.

New Euston Station north west entrance:

A new entrance at the north western corner of the station should be set within high quality public space with active frontages and uses around it wherever possible to provide a vibrant new access point to the station.

Hampstead Road:

Hampstead Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2.

Encouraging cycling:

Provision of additional bicycle parking and bicycle hire stands on streets, where opportunities emerge and sufficient space can be maintained for pedestrians

Minimising taxi impacts:

Managing impacts of taxis on the public realm along Hampstead Road. Taxi movements to and from Euston Station will need to be carefully managed in order to avoid negative impacts on the local area. This issue is dealt with in the Euston Station policy text at section 4.1.

Environment

New open space:

The new open space in the sub area provides the opportunity to re-provide open space and biodiversity value lost as a result of the loss of part of St James's Gardens, as well as some additional open space potentially utilising opportunities to create new public squares and spaces on streets to meet needs generated by growth and development in the Euston area. Opportunities should be maximised to use the open space to deliver the priorities established in Section 3.5 (Environment and open space strategy).

Greening of Hampstead Road:

Tree planting will be implemented where possible on Hampstead Road, in order to provide a more pleasant environment and contribute to the mitigation of noise and air pollution from vehicles using the road.

Delivery strategy

Detailed delivery information for the Drummond Street and Hampstead Road area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

Impact of HS2

There is the potential for the vitality and viability of Drummond Street as a neighbourhood centre to be negatively affected by disruption from HS2 construction. Camden Council is working with HS2 to identify appropriate measures to mitigate any potential impacts in order to secure the long term commercial viability of the street.

Viability, delivery partners and mechanisms for key sites/projects

- *Enhancements to historic buildings and shop fronts:* mainly in private hands, therefore mainly a facilitation role. It is likely that the value of buildings will rise with nearby regeneration, meaning that opportunities for this should emerge during the plan period, with activity likely to increase towards end of plan period.
- *132 Hampstead Road (Camden Site Allocations Site 10):* Owned by Derwent London, but likely to be secured by HS2 to aid station and track construction/development. Delivery is estimated to be on completion of HS2 through HS2 and/or delivery partners as appropriate.
- *National Temperance Hospital (Camden Site Allocations Site 12):* Owned by Medical Research Council but is likely to be secured by HS2 as a construction site for the HS2 project. Delivery is likely to be on completion of HS2 through HS2 and/or delivery partners as appropriate. Development here will be tied to the configuration of the reprovided St James Gardens.
- *New and replacement open space:* to be secured as part of HS2 Bill as the long term location for replacement open space (in the short term an alternate location will be required), funded through HS2. Delivery towards end of plan period following HS2 construction and school relocation. Additional areas of new public square or public realm will be sought and funded where appropriate through HS2.

- *Drummond Street pedestrian priority:* Pedestrian priority and through traffic restrictions in the Drummond Street/ Euston Street area could be implemented by L.B. Camden and funded by HS2 so far as required as a result of the works to the railway scheme, topped up by L.B. Camden where appropriate. The area of Drummond Street occupied by HS2 for railway construction will need to be restored to a scheme agreed with the Council. Camden Council will work with HS2 to improve the quality of the public realm here in line with the aspirations of this plan. Delivery would be towards end of plan period following HS2 construction.
- *Public realm/ transport works to Hampstead Road:* Likely to be funded through TfL and Camden transport budgets. Delivery would be towards end of the plan period following HS2 construction.

Phasing

- *Other sites along Hampstead Road:* as opportunities emerge during plan period.
- *A new development block fronting onto St James's Gardens:* towards end of plan period following construction of HS2

Medium term (2019 – 2024)

- Hampstead Road sites
- Shop front improvements

Long term (2024+)

- National Temperance Hospital
- Development block fronting St James Gardens
- Frontage on the west side of Cobourg Street, located between Drummond Street and Euston Street
- Replacement open space for St James Gardens

4.5 Regent's Park Estate

Context:

- A Camden Council housing estate built in 1950s, with a Peabody estate to the north which is included within Regent's Park Conservation Area.
- Mix of building and unit types, set in landscaped space which creates a lack of clear definition between private space as well as building fronts and backs resulting in community safety issues.
- Cumberland Market open space and the London Squares of Clarence Square Gardens and Munster Square form three linked historic open spaces that reflect the historic street pattern of the area: this pattern has been substantially eroded as a result of post-war redevelopment.
- Regent's Park, a designated Grade I Historic Park and Garden and part of a conservation area is immediately to the west of the estate. The estate boundary along Albany Street is adjacent to the rear of nationally important heritage assets such as the Grade I Chester Terrace.
- Contains Camden Site Allocations: Site 14 Westminster Kingsway College, Regent's Park Centre, Longford Street and Site 15 Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/ Augustus Street.
- Regent's Park is a 10 minute walk for most residents but there is a lack of clear routes.
- Significant HS2 construction impacts resulting in the loss of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot, along with the loss of associated housing land, open space, play facilities and the Silverdale Tenants' Hall. At least 188 homes will be lost on the estate with a further 153 close to construction. This combined with construction impacts would have a significant impact on the community here.
- Development in the Euston area could generate investment opportunity in the local area and opportunities to raise the quality of building stock and significant benefits to the local community and economy could be realised including better homes.

Development principles

Development Principle EAP 5: Regent's Park Estate

Opportunities to accommodate new and replacement homes within Regent's Park Estate and provide wider environmental enhancements will be sought. Proposals should:

- enhance the design and layout of the estate to make it easier to move around;
- provide overlooking and active frontages onto the streets to enhance community safety;
- provide new open spaces and improve access and use of existing open space within the estate, taking opportunities to enhance the legibility of the historic street pattern of the market squares. Open space provision should form part of an estate-wide strategy to support and integrate with infill development and public realm improvements;
- reprovide and mitigate the loss of community facilities lost as a result of HS2 or redevelopment;
- contribute towards improved wayfinding and access to Regent's Park; and
- create clear definition between public and private spaces.

Uses

New homes:

There is the potential for the delivery of permanent self-contained homes (use class C3) mostly provided as replacement housing across the estate.

- Around 160 homes would potentially be infill housing developments as illustrated in figure 4.8 (see inset plan – A sites). Camden Council will work with the local community to look at detailed options for housing renewal and re-provision and potential further infill opportunities in the wider estate based around the key principles set out below.
- Approximately 300 homes could be provided as replacement housing only if necessary on the site shown labelled “C” in the inset plan at figure 4.8 (see point below).
- The remainder would be provided through existing additional housing opportunities shown at the Goldsmith’s House and adjoining land site (Site Allocation 15) and as part of a mixed use development re-providing the existing community facilities at the Surma Centre site on Hampstead Road (see inset plan B sites).

Priority for replacement homes:

The priority will be to provide replacement homes lost due to the construction of HS2 utilising short term opportunities for infill development in the estate if necessary. Potentially 188 homes would be demolished on Regent’s Park Estate (required to widen the railway cutting) and a further 153 are immediately adjacent to the construction zone. The HS2 Hybrid Bill process will determine the impact and appropriate mitigation for these adjacent blocks if it is demonstrated that they are affected. If these blocks are redeveloped,

figure 4.8 and the inset plan illustrate the potential layout of re-provided housing. There are limited opportunities for infill within the estate, therefore opportunities for infill in the wider area outside Regents Park Estate will also be investigated.

Social infrastructure:

The approach to social infrastructure provision in the area is set out below:

- The continued use of the Westminster Kingsway College (Site Allocation 14) for education uses is supported, and only if satisfactory relocation of these uses can be found will residential redevelopment be considered.
- New or expanded primary school space will be required in the locality in addition to that provided at Camden Cutting to be funded through additional contributions towards providing new school spaces to meet the combined needs of new residents in the area to the west of Hampstead Road.
- Appropriate contributions towards the provision of community facilities and replacement facilities will also be expected. In the long term, the Hpod and community facilities on Cumberland Market could be relocated within any surrounding new development. The advance re-provision of Silverdale Tenants Hall in the area, which would be lost as a result of HS2, will be expected to be funded by HS2.

Design

Restoring the historic street pattern:

Any new development should take opportunities to re-establish the historic street pattern and define public and private space. This will help to engender ownership, community cohesion and enhance accessibility and wayfinding.

New links:

Any opportunities for new development or renewal should help to open up additional links to Albany Street and Hampstead Road (as illustrated in figure 4.8) and on the central axis of the estate between the squares, to help improve accessibility and wayfinding around the estate and to Regent's Park.

Building design:

Buildings should have doors and windows overlooking the street and where appropriate, active frontages such as shop or community uses at ground level to enhance natural surveillance, perception of safety and encourage walking and cycling.

Neighbouring amenity:

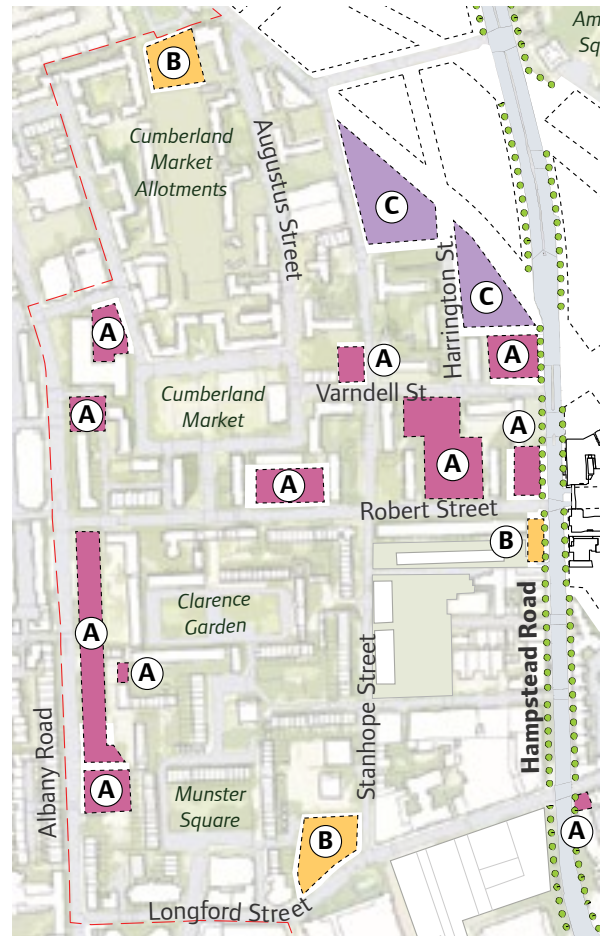
Given the proximity of the identified potential infill sites to surrounding residential properties, careful consideration should be given to detailed design and scale to avoid impacts on the amenity of neighbouring residents.

Active ground floor uses:

Encourage active ground floor uses including commercial/retail and community uses along Robert Street and Hampstead Road to complement the existing local shops here.

Shop front improvements:

Shop front improvements to the existing units along Hampstead Road will be supported to create a more vibrant image for the street.



Inset plan: housing delivery – site categories

Transport and public realm

New and improved links:

Enhancing walking and cycling links between Albany Street and Hampstead Road through improving existing links and establishing new links where made possible by long term development opportunities to improve accessibility to the station and create longer distance east-west routes linking to St Pancras and King's Cross and to Regent's Park.

It is envisaged the new and improved links would focus on pedestrian and cycle movement. Where appropriate, traffic calming measures should be introduced to address any potential impacts related to increased traffic movements through the estate.

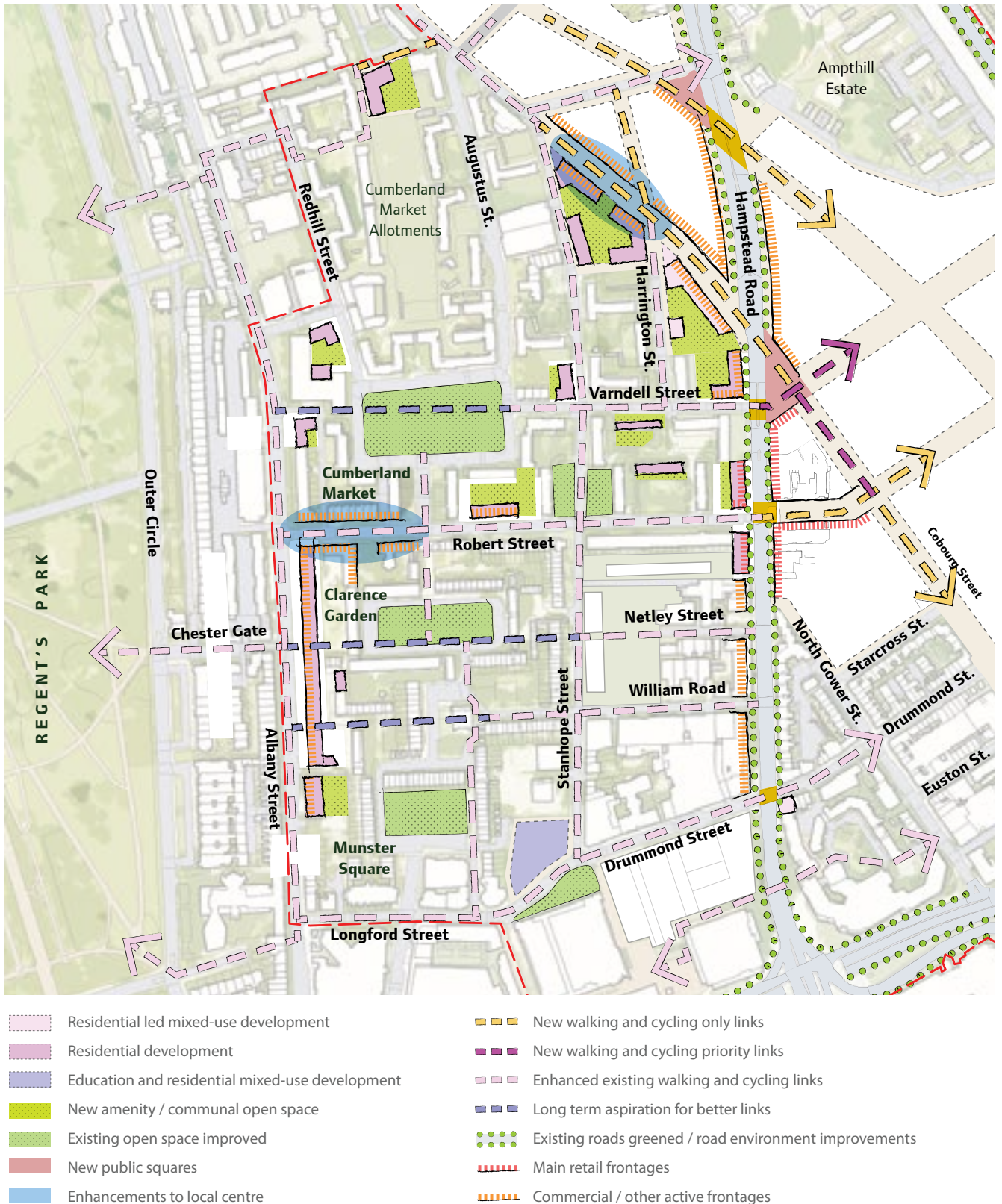


Figure 4.8 Regents Park Estate illustrative masterplan

Environment

Protecting and enhancing open spaces:

The introduction of new and replacement housing on the estate, in addition to wider direct loss of open space as a result of HS2, will lead to a need for new and enhanced open space and sports/play provision in Regent's Park Estate and a comprehensive approach to landscaping and the public realm. An estate wide open space strategy should therefore be brought forward alongside proposals for infill housing development. The Council's brief to consultants looking at infill housing in the estate requires a landscape consultant to draw together a strategy to look at public realm, spaces and landscaping for all infill sites and the wider area as part of a coordinated approach. The approach should include the following measures:

- *The provision of new open spaces:* new accessible local green spaces should be investigated on vacant and under-used spaces such as car parking areas and cul de sacs, where opportunities emerge.
- *Improving and protecting the squares:* Development should contribute towards improving and protecting the three linked Squares on Regent's Park Estate (Clarence Gardens, Munster Square, Cumberland Market) and enhancement the links between them to contribute towards a well connected network of green spaces.
- *Enhancing the use of existing green spaces:* Enhancing existing green spaces on estate land through turning them into publicly accessible spaces or supporting strategies for community use such as gardening/allotments and sports and play facilities where this does not conflict with the potential for short term replacement housing.
- *Tree planting:* A net increase in the number of trees will be pursued in association with change and development in the estate.
- *Roof gardens and balconies:* reflecting Strategic Principle EAP 4, opportunities should be taken to provide amenity space as well as contributing to the local environment through the introduction of roof gardens and balconies.
- *Green roofs and green walls:* Green roofs and walls should be incorporated into new and existing development wherever possible and appropriate.
- *Improving the use of Regent's Park:* Opportunities for estate residents and Camden Council and HS2 to work with Royal Parks to enhance local community access and use of Regent's Park. This could potentially be through the use of events and programmes.

A temporary low carbon energy centre location:

Regent's Park Estate could accommodate a small temporary low carbon energy centre designed to kick start the implementation of a wider decentralised energy network for the area to the north of Euston Road prior to the delivery of a permanent centre at Euston Station. In the long term development will be expected to contribute towards delivering a wider energy network in line with the EAP energy masterplan.

Delivery strategy

Detailed delivery information for the Regent's Park Estate area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

Replacement housing and long term planning

There is a shorter term need to accommodate housing to replace that lost due to the construction of HS2. This process will also necessitate the consideration of longer term aspirations and requirements for Regent's Park Estate and its function as a whole. Camden Council will work with local residents and

businesses to test the fit of this approach with their aspirations and also to refine options for the amount, type and range of housing possible at Regent's Park Estate following on from the aspirations for new and improved routes, infill and redevelopment opportunities identified at figure 4.8. The Council is working to ensure that homes should be reprovided in the local area as a key priority.

Viability and funding

There is ongoing and well established market demand and need for housing in London, the London Borough of Camden and the Euston and Camden Town Areas. The resultant values have been used to underpin market led residential developments as well as mixed tenure approaches to estate renewal across Camden. Affordable Housing and CIL Viability Studies at the London wide and Borough level have evidenced the viability of residential development under policy requirements.

Further work to test viability and funding of any additional housing proposed at later stages will be required following more detailed feasibility work and consultation with residents.

Delivery partners and mechanisms for key sites/projects

- *Regent's Park Estate*: Camden Council will be the key delivery agent for new and replacement homes and their Community Investment Programme will be the key delivery mechanism working with HS2 where appropriate to mitigate housing lost. Further feasibility work and community involvement will be required to refine the potential for infill homes and the approach to open space re provision.
- *Site Allocations sites*: Both Westminster Kingsway (Site 14) and Goldsmith House (Site 15) are expected to be progressed by landowners.
- *Infrastructure*: The provision of or contributions towards school places, community facilities and new or reprovided

open space along with enhancements to the existing public realm will be sought as part of development in the area, through the planning application process. Development could be expected to contribute to the provision of school places here where generated needs are not able to be met within constrained sites, such as above the redeveloped Euston Station and vicinity.

- *Temporary energy centre*: To be provided in association with housing development here, progressed and funded through a combination of HS2 mitigation, or S106 contributions.
- *Shop front improvements*: Opportunities to secure funding from Lottery Funding, or support through the Regent's Park work.

Phasing

Sites directly required by HS2 for construction will be redeveloped after the completion of the HS2 works. The replacement of these homes will be prioritised in the short term in infill sites within the estate and the Council will continue to progress detailed proposals with estate residents.

Short term (2014 – 2018)

- Regents Park infill sites (figure 4.8 - "A" sites)
- Regent's Park Estate development opportunities (figure 4.8 - "B" sites)
- Open space improvements/ new provision

Medium term (2019 – 2024) - Long term (2024+)

- Other infill opportunities at Regent's Park Estate - to be identified/discussed with residents
- Replacement housing for northern blocks (if considered necessary for redevelopment) (figure 4.8 - "C" sites)
- Shop front improvements

4.6 Ampthill & Mornington Crescent Station

Context:

- Ampthill Square Estate is owned by Camden Council. It was built in the 1960s in an open plan layout with low community buildings interspersed with three tower blocks and includes a tenants and residents hall along its southern boundary. The estate has had significant investment in the open space and security in recent years.
- Potential to provide additional homes and jobs here, with improved east-west movement routes.
- Harrington Square and a small green space in the centre of Ampthill estate are protected under the London Squares Act and are public open space.
- The area includes Mornington Crescent underground station, which is connected to Euston and Central London via the Northern Line.
- There are a number of listed buildings surrounding Harrington Square including terraced housing and Greater London House.
- The area is partly covered by Camden Town Conservation Area.
- Somers Town Neighbourhood Forum and plan area cover the Ampthill Estate.

Development principles

Development Principle EAP 6: Ampthill & Mornington Crescent Station

Opportunities to enhance the public realm and accommodate new homes within Ampthill Estate will be sought. Proposals should:

- enhance the design and layout of the estate to make it easier to move around.
- provide overlooking and active frontages onto the streets to enhance community safety.
- reprovide enhanced community facilities as part of any development.
- enhance the setting and accessibility of Harrington Square.



Figure 4.9 Ampthill & Mornington Crescent Station illustrative masterplan

Uses

New homes:

Potential for at least 140 additional permanent self-contained homes (use class C3) provided as largely infill development along the edge of the railway cutting and potentially further infill opportunities on the estate can be explored. This should include the maximum reasonable amount of affordable housing provision in line with Camden LDF policies DP3 and CS6.

Social infrastructure:

Residential development identified in Figure 4.9 should re-provide the existing Ampthill Community Hall, and contribute towards additional or enhanced community facilities where appropriate.

Design

Reinstating the historic street patterns:

New development should help to reinstate the historic street pattern to improve enhance, protect and improve the accessibility, legibility and way finding of Ampthill and Harrington Squares, whilst ensuring safety and security of residents is not compromised.

Building frontage design:

Should address the relationship between the buildings and the street to encourage walking and cycling.

Active frontages:

Creating new and or enhancing active ground floor commercial/retail uses particularly in the central section of the estate along the Eversholt Street frontage.

Neighbouring amenity:

The identified infill sites are located to the south of existing residential properties and open space in Ampthill Estate. In taking these sites forward, careful consideration should therefore be given to potential impacts on the amenity of neighbouring residents, particularly in relation to sunlight and daylight.

Transport and public realm

Enhanced pedestrian and cycle links:

Enhanced pedestrian links between Mornington Crescent and Euston Stations can be achieved through a variety of measures. These include public realm improvements, road crossing improvements, improved signage and lighting, traffic management at Harrington Square and introducing new shops and activity at ground floor along the length of Eversholt Street and Hampstead Road.

Eversholt Street:

Eversholt Street's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2.

Bus facilities option:

The area to the north eastern corner of the station off Eversholt Street could accommodate bus stands to cater for the growth in bus services forecast as well as to potentially provide the opportunity to relocate the standing space for some services from the south of the station. If facilities are proven to be necessary here then they would need to be designed to minimise impacts on surrounding residential amenity and the pedestrian and cycle environment, still allow for development and active frontages at this corner of the station site area and must be set within a high quality public realm.

Environment

Enhancements to open spaces:

HS2 Ltd, along with new development in the area should contribute towards improvements to existing open spaces in the area, Ampthill Square and Harrington Square.

Delivery strategy

Detailed delivery information for the Amptill and Mornington Crescent station area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

Housing and long term planning

Camden Council will work with local residents and businesses to test options for the amount, type and range of housing possible at Amptill Estate following on from the opportunities along the railway edge identified at figure 4.9.

Viability and funding

Housing and development viability issues applicable to this area are discussed in chapter 5.

Further work to test viability and funding for sites here will be required following more detailed feasibility testing and consultation with residents.

Delivery partners and mechanisms for key sites and projects

- *Housing and community facilities:* Camden Council will be the key delivery agent for the development of housing, open space improvements and replacement community facilities at Amptill and their Community Investment Programme will be the key delivery mechanism. Further feasibility work and community involvement will be required to test the potential in more detail, working with Network Rail/HS2 to test feasibility of development next to the railway.
- *Enhanced retail frontage/shop front improvements:* Shop front improvements: Opportunities to secure funding from Lottery Funding, or support through the Regent's Park CIP work.
- *Bus facilities:* The provision of limited bus facilities (if required to reconfigure the wider bus facilities at the station) at the north eastern corner of the station will be delivered and funded through TfL/Network Rail/HS2. Enhanced pedestrian and cycle

links: Funding and delivery of enhanced pedestrian links between Mornington Crescent and Euston Stations including public realm, crossings, signage, lighting and traffic management is likely to be led by TfL and Camden Council with potential funding sources from HS2/Network Rail or development partners and wider S106 contributions from development here.

- *Improved open spaces:* Amptill Square and Harrington Square may be required during the construction of HS2, and improvements to these spaces should be provided as part of their reinstatement following construction by HS2, in consultation with the local communities, with additional funding from wider S106/ CIL contributions where appropriate. If they are not required during the construction of HS2, funding and delivery of enhancements to the quality of access to and the setting of open space at Harrington Square is likely to be led by TfL and Camden Council with potential funding sources from developers and wider S106 contributions from development here.

Phasing

In order to help replace Camden's housing potentially lost due to HS2 construction at Regent's Park Estate, sites within Amptill capable of delivery in the shorter term may be prioritised for this purpose. The remainder of the potential opportunities would be expected to be a longer term project.

Short to long term (2014 – 2026+)

- Shop front improvements

Long term (2024+)

- Bus facilities
- Enhanced pedestrian and cycle links
- Enhanced setting of, and access to open space at Harrington Square
- Amptill new residential opportunity sites and open space improvement
- Reprovision of community hall

4.7 West Somers Town

Context:

- Eversholt Street is a key vehicular route from Euston Road to Camden Town.
- Eversholt Street and Chalton Street provide most of the shops, and market, for the area.
- Eversholt Street suffers from poor pedestrian and environmental quality opposite the blank side wall of Euston Station.
- Drummond Crescent Garage is a Site Allocation (Site 13) in LBC's Site Allocations DPD.
- Church Way Estate, Drummond Crescent and Maria Fidelis School are key to delivering aspirations for the area.
- Post war housing development and the expansion of Euston station has in reduced connectivity particularly between Euston station and St Pancras/King's Cross to the east.
- The area is adjacent to Edwardian and inter war social housing blocks of historic importance.
- Somers Town Neighbourhood Forum and plan area cover this area.
- Somers Town is designated as a 20mph zone in recognition of its residential character.
- Somers Town Community Investment Programme being progressed by Camden Council covers this area.

Development principles

Development Principle EAP 7: West Somers Town

New and improved routes between Euston Station, St Pancras and King's Cross will help to enhance the connectivity of the wider area. Eversholt Street will be a greened and vibrant route with shops and ground floor active frontages on both sides of the street. The redevelopment of Drummond Crescent to provide new school facilities and opportunities for the renewal/intensification of Churchway Estate will be investigated working with the local community. Enhancements to Chalton Street market and public realm here will be encouraged. Any potential construction impacts, including those that could arise from the proposed Crossrail 2 project should be carefully managed to minimise disruption to the local community.

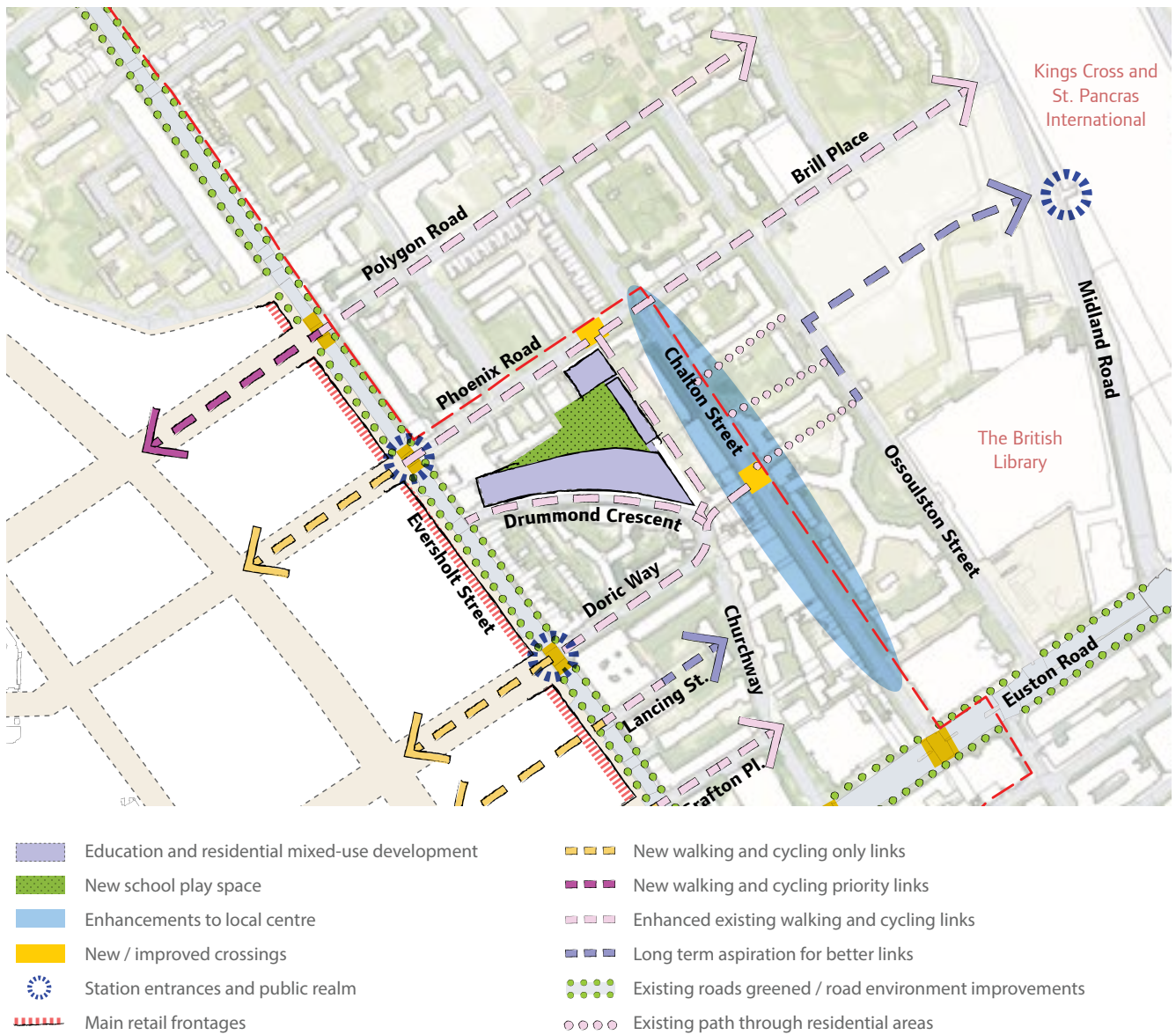


Figure 4.10 West Somers Town illustrative masterplan

Uses

New homes and school provision at the following sites:

- *Churchway*: opportunities for renewal and intensification of the Churchway Estate will be explored with residents and the local community.
- *Drummond Crescent & Maria Fidelis School*: Mixed use development for education and housing. The key priority for this site is the consolidation of the two sites of Maria Fidelis School utilising the combined site of Drummond Crescent and the existing school site on Phoenix Road. An alternate use if the site is not ultimately required for the consolidated school would be for a mix of uses, including housing and employment space.

Social infrastructure

New housing development in the plan area should contribute towards school places provision. These could fund the expansion of nearby Edith Neville by 1FE if sufficient need exists for additional primary school places in the area arise.

New and improved retail:

New and improved retail and other commercial uses that meet the needs of local people. The provision of active frontages along the eastern flank of a redeveloped Euston Station would enable the provision of active uses on both sides of Eversholt Street and create a more vibrant and viable neighbourhood centre.

Non-retail uses along Eversholt Street and Chalton Street neighbourhood centres will be managed in line with the guidance set out in Camden's Revised Planning Guidance for Central London SPD.

Chalton Street market: Support will also be given to the enhancement of Chalton Street market, in order to maintain its role in providing goods for local people and adding to the vibrancy of the area, which Camden Council and the community are promoting.

Design

Reinstate historic street patterns:

Reinstate historic street pattern particularly at Churchway and Lancing Street to achieve improved cycling and walking and to create active streets and routes.

Shop front improvements:

Shop front improvements to the existing units along Eversholt Street and Phoenix Road will be supported to create a more vibrant image for the street.

Drummond Crescent design:

At Drummond Crescent a school led mixed use development will be supported that preserves the historic curve of Drummond Crescent and improved safe pedestrian routes through the site which may require housing or other appropriate uses to fund it.

Transport and public realm

New and enhanced routes:

New development should facilitate improved east-west connections along key routes to link Euston and St Pancras stations as illustrated in figure 4.10. Any enhancements to the public realm and wayfinding should be progressed in discussion with the local community and be designed to balance with the amenity and safety needs of residents of the area, prioritising routes away from sensitive areas.

Pedestrian and cycle improvements on Eversholt Street:

Enhanced pedestrian crossings and cycle facilities on Eversholt Street, particularly through improving crossing points and careful design of junctions to better facilitate pedestrian and cycle movement.

Minimising the impact of the construction of Crossrail 2:

Recognising that the delivery of Crossrail 2 at Euston St Pancras is necessary to deal with increased Underground demand associated with existing pressures, general growth in passenger numbers and HS2. Measures to minimise the impact of its construction on the West Somers Town community will be required, particularly through minimising works required and managing construction impacts.

Chalton Street public realm and wayfinding

Enhanced public realm and wayfinding to Chalton Street will be pursued, in order to enhance the vitality and vibrancy of the neighbourhood centre.

Environment

Greening of Eversholt Street:

Implement a green road strategy on Eversholt Street to improve the environmental quality of the street. This could include additional tree planting, landscaping, public realm improvements and securing pockets of new open space along the road in conjunction with development opportunities at Euston Station.

Open space:

The playground at Churchway Estate is required by HS2 for construction. The HS2 Environmental Statement identifies the intention to reprovide this and Camden Council will work with HS2 to seek to ensure appropriate provision is made.

New open space should be provided to support any housing intensification at Churchway and as part of the Drummond Crescent development. The open space should contribute towards the achievement of the green infrastructure strategy (see section 3.5).

Delivery strategy

Detailed delivery information for the West Somers Town area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A planned approach

This area is included in Camden Council's Somers Town Community Investment programme. A regeneration strategy developed to use the land assets to address the priorities of local people including new housing, the rebuilding of a school, community safety access to jobs and training and open space has been approved by Camden Council. At the same time the Somers Town Neighbourhood Planning Forum is working towards developing a plan for Somers Town and Amphyll. The Forum seeks to promote sustainable development in the neighbourhoods of Somers Town and it is hoped that the key principles contained in this document will aid the delivery of the objectives of the forum. Camden Council will continue to liaise with residents of Churchway to discuss future options for the estate.

Viability, delivery partners and mechanisms for key sites/projects

Specific delivery issues for projects are set out below:

Churchway: Camden Council will work with residents and the community to test the potential for the renewal/intensification of the estate and if opportunities are supported through this work the Council will work to identify potential sources of funding or delivery partners.

Drummond Crescent: The site is currently owned and used by the Metropolitan Police Authority. The Department for Education through the Education Funding Agency (EFA) are working with Camden Council and HS2 to discuss the delivery of the relocation of Maria Fidelis School to this site. Funding for building the school has been committed by the EFA and discussions to fund site acquisition are ongoing.

Crossrail 2: TfL and DfT are progressing this scheme and it is expected would secure appropriate funding mainly through Government sources.

Shop front improvements: Opportunities to secure funding from Lottery Funding, or as mitigation from HS2 if impacts on the existing shops are identified or support through the Somers Town CIP work.

Eversholt Street active frontages: The introduction of active frontages onto west side of Eversholt Street as part of Euston Station redevelopment (see also Euston Station site) would need to be provided as part of the redevelopment of Euston Station, therefore working with Network Rail/HS2/DfT. This would require the realignment of Euston Station platforms 1 and 2 (if tracks are not lowered as part of the redevelopment of the station).

Eversholt Street public realm enhancements: Potential enhancements include crossing improvements, junction improvements, pavement improvements, signage and lighting and additional greening. Contributions towards securing improvements will be negotiated as part of station development and development in the area.

Chalton Street enhancements: Improved wayfinding to Chalton Street and support for enhancements to the market area are a key priority for the neighbourhood forum and sources of funding will be investigated along with S106 contributions from development in the area.

Phasing

The delivery of a combined Maria Fidelis School at the Phoenix Road/ Drummond Crescent site is being progressed in the short term to allow for its consolidation to occur prior to the commencement of the construction of HS2, with funding and assistance from HS2 Ltd.

Short term (2014 – 2018)

- Drummond Crescent site

Long term (2024+)

- Crossrail 2
- Eversholt Street active frontages and shop front improvements
- Renewal/intensification of Churchway Estate
- Chalton Street improvements



↑ Warren Street Station

5

Delivery, planning benefits and monitoring

5 Delivery, planning benefits and monitoring

This section explains our approach to the delivery, planning benefits and monitoring of the Area Action Plan's vision and objectives. It should be read in conjunction with delivery information set out for each area in section 4.

5.1 Delivery and viability

A key mechanism for delivering the Euston Area Plan will be Camden Council with GLA decisions on planning applications if necessary. The policies and principles in this Plan, the London Plan, and the Camden Core Strategy, Development Policies and Site Allocations will provide the framework for these decisions. We will also take account of the Mayor's and the Council's supplementary planning documents (in particular, the Camden Planning Guidance and conservation area statements, appraisals and management strategies) when determining planning applications.

Infrastructure delivery and partnership working will also play an important role in delivering the objectives and principles in this Plan, given its interrelationship of railway infrastructure delivery and associated mitigation works.

The area-based development principles in Part 4 seek to achieve a coordinated approach to change in each area, addressing a range of issues including transport, public realm, environment and open space as well as land use. This will ensure that the benefits of growth to the area and its community are optimised.

In terms of the viability of the proposals set out in the plan, there is well established demand for commercial, institutional, retail and residential development in the Euston Area. Transaction and purchase values are high, and announcements of major development and occupier commitments across North of Oxford Street, Holborn, Fitzrovia, the Euston

Road Corridor and King's Cross indicate the level of demand. The number of permitted and completed schemes is an indicator of fundamental viability in this location under a variety of circumstances.

5.2 Working with our partners

Central to the delivery of the Euston Area Plan will be working with our partners in the area. In particular, the redevelopment of Euston station, and delivery of associated supporting transport infrastructure, will form a central element of growth and change in the area. This Plan has been developed jointly by the London Borough of Camden Council, GLA and TfL as key delivery and regulatory bodies, with involvement from HS2 Ltd and Network Rail through their participation at Management Board and Strategic Board level during the preparation of the Plan, as well as regular meetings at officer level.

It is proposed that the EAP Management and Strategic Boards will continue to meet to provide management and strategic direction in implementing the proposals and principles set out in this plan. Membership of these boards may need to be varied over time to reflect the changing role of the board, involving any future development partners for the station over site development for example, is likely to be necessary at some point. This will help to guide any more detailed design proposals in a collaborative and effective way.

Many of the sites identified in the Euston Area Plan fall within public ownership either as sites owned by the London Borough of Camden, or by other Government bodies in particular Network Rail and HS2 Ltd. Camden and the Mayor will continue to work with these bodies, as well as other landowners, in taking forward the delivery of this Plan.

This Plan has been developed in close consultation with the local community, neighbouring planning authorities and infrastructure providers. An important part of the successful delivery of this Plan will be through ongoing engagement with local people, voluntary sector organisations, developers, businesses, councillors and various council services.

5.3 Delivery plans

Key delivery issues are described for each site and projects within the sub areas in Part 4, including viability, delivery partners and mechanisms and phasing. A summary of all the delivery issues for each site is presented in the Delivery Plan Summary table at appendix 1 – please refer also to this.

The Council and the GLA will use these delivery plans to implement the Plan and will monitor progress on the identified projects on a regular basis. The delivery context and issues for the plan areas are also discussed in the accompanying Economic Vision, Retail Assessment and Delivery Report by GVA which was prepared to support the EAP.

The timeframes reflect the current priorities of the various delivery partners and may be subject to change in the future. Many of the projects will require further investigation including prioritisation against other proposals, detailed feasibility work, identification of funding, transport assessment and public consultation.

5.4 Phasing

This Area Plan will run until 2031. For phasing purposes this has been split into the following three periods, which are referred to in the delivery strategies for each area in Part 4 and in the delivery plans summary table (Appendix 1):

- Short term: 2014 – 2019
- Medium term: 2019 – 2024
- Long term: 2024 +

5.5 Flexibility

Flexibility of implementation, consideration of wider costs associated with delivery of constrained sites, and adapting to economic and market circumstances, will be vital in the delivery of this Plan.

Development above and around the station and tracks is challenging and there are areas where engineering constraints and railway infrastructure would make decked development above the railway costly (illustrated at figure 5.1). However, further detailed work to understand technical and cost implications of development above the station and tracks will be required to fully test the deliverability of development in this area, and figure 5.1 is based on the broad initial findings of work commissioned by the DfT to test development options in this area. It is anticipated that Network Rail, HS2 and the DfT will continue to progress development options work alongside the progression of any plans for Euston Station.

The range of jobs and homes capable of delivery here are based on a high level masterplanning capacity testing exercise. This range is considered to be appropriate representing the capacity capable of being supported in the Euston area – able to meet both wider planning requirements and the Plan policies and objectives. It is recognised that with the unusual costs involved in redeveloping the station and above tracks, development viability will be a considerable challenge. In considering proposals for redeveloping the station in particular, the priority will be to secure a new station and associated development of a world class quality and design, and if additional development or taller buildings are necessary to facilitate this, some flexibility towards other requirements in this plan may be

considered. The uncertainty over the precise nature of station design creates a particular need for sensitive and flexible implementation of the Plan, including around development and connections above Euston Station and cutting.

This Plan has been prepared to be flexible enough to cope with change, while ensuring our vision and objectives for the area are delivered. Achieving the objectives and principles set out in this Plan should be the starting point for development proposals, and evidence should be provided to justify where these cannot be fully met, including a full investigation of alternative options to deliver the objective/principle and a demonstration of the wider planning benefits that could be delivered in association with the proposal.

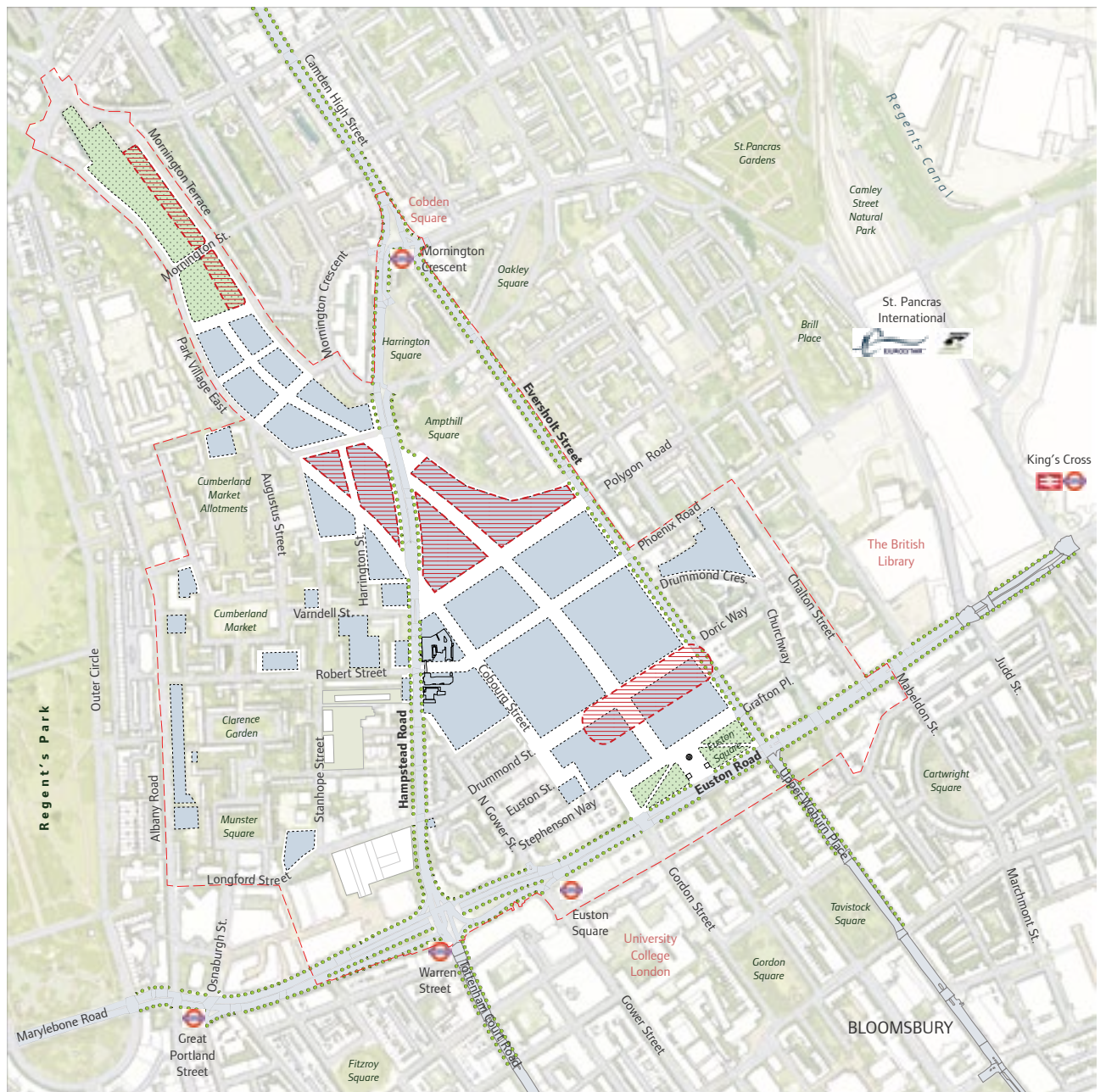


Figure 5.1 Key potential structural decking constraints plan – marked as red hatched areas

5.6 Planning benefits for Euston

The provision of s106 planning obligations and community infrastructure levy (CIL) contributions from development schemes in the area will form an important role in the delivery of infrastructure and facilities to support the plan, in addition to infrastructure being delivered as part of wider changes and mitigation works in connection with the redevelopment of Euston Station.

Planning obligations

Camden Council will use s106 planning obligations to influence the nature of development in Euston as well as to mitigate and compensate for its potential effects.

The main matters that Camden Council considers are likely to be addressed through legal agreements in the borough are identified within the London Plan and Camden Core Strategy policy CS19 - Delivering and Monitoring. Specific priorities for planning obligations for each of the areas covered in this Plan are set out in Part 4 of this document. Within the Euston area as a whole, our priorities generally fall into the following broad categories:

- open space and green infrastructure;
- affordable housing;
- creating and securing local employment opportunities;
- transport and other infrastructure;
- community safety;
- new and enhanced streets and public spaces;
- community facilities and services;
- local energy generation; and
- Ultra Low Emissions Zone (ULEZ).

This infrastructure identified in this Plan is not exhaustive and schemes can introduce a range of impacts that may justify the need for a planning obligation.

Community Infrastructure Levy

CIL is a standard charge placed on development that will be spent on the infrastructure needed to support growth. Infrastructure is currently defined as roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. In Camden, two levies are applicable:

- *Mayor of London CIL*: Since 2012, development in Camden which meets the relevant criteria are required to pay a set charge, which is applicable to all uses except affordable housing, education and healthcare facilities. Further information on the implementation of the current Levy is available in the Mayor's Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy SPG
- *Camden CIL*: The Council is currently developing detailed proposals for CIL charging and spending in Camden, and has produced a draft charging schedule. Following public consultation and a public examination, it is expected that the CIL will apply across Camden from Spring 2015. Currently the approach is to consider Euston in a similar way to the rest of Central London. However this will be reviewed once the precise nature and funding of Euston Station redevelopment proposals becomes clearer. The future approach will balance the nature of the funding of the delivery of planned rail infrastructure including mitigation measures, development viability on individual sites and the need for wider infrastructure to support growth (including the measures outlined in this Plan) in setting an appropriate rate of CIL for the Euston Area.

This Plan will help to guide decisions on infrastructure spending in the Euston area.

5.7 Monitoring

Camden Council will monitor the effectiveness of this Plan in delivering its objectives. The Council currently monitors its LDF Core Strategy and Development Policies by regularly assessing their performance against a series of indicators and publishing the results annually. The Council will assess planning outcomes in the Euston Area Plan and the implementation of this Plan against these indicators where they are relevant and publish the results alongside the findings of borough-wide monitoring.

Key potential triggers for a review of the whole or part of the plan/strategic principles or development principles include:

- Cancellation of HS2;
- Fundamental change to the proposed design of Euston Station;
- Changes to growth figures set out in the London Plan or Camden Core Strategy beyond those envisaged in this plan;
- Significant above-ground implications for Euston from the proposed Crossrail 2 station at Euston-St Pancras; and
- Significant economic change that would affect development viability or the economic role of Euston.

The GLA will monitor the delivery of homes and employment growth in the Euston area, in order to assess performance against London Plan targets, in particular Opportunity Area targets.

Camden Council and the GLA will also monitor government and London wide policy and changes in legislation to make sure that the Plan continues to be consistent with relevant national, regional and local planning policies, and to identify any need to review or reassess the approach taken in this Plan.






Appendices

- 1. Delivery plans - summary table**
- 2. List of development sites**
- 3. Objectives checklist**
- 4. Glossary**

1. Delivery plans - summary table

The table below sets out delivery information for the individual projects identified in this Plan. Please note that the information provided is indicative only and could be subject to change as further details are developed regarding potential funding sources, timing and detailed scope of each project.

This Area Action Plan will run until 2031. For phasing purposes this has been divided into the following three periods, which are referred to in the delivery strategies for each area:

-  Short term (S): 2014 – 2019
-  Medium term (M): 2019 – 2024
-  Long term (L): 2024 onwards

Key partners identified in the table are:

- LBC: London Borough of Camden
- TfL: Transport for London
- HS2 Ltd
- NR: Network Rail
- DfT: Department for Transport
- Future Development Partner: NR/HS2/DfT future development partner to deliver over- site development (not confirmed at this stage)

It should be noted that all of the infrastructure identified in Section 3 of the plan, is picked up in the table on a place by place basis, to avoid repetition.

4.1 Delivery Plan: Euston Station and Tracks

Key references: Section 4.1, Development Principle EAP1, Figures 4.3 and 4.4

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

Euston Station and Tracks: Station redevelopment with decking to allow over-site mixed use residential and commercial development	HS2 Ltd, NR, DfT / future Development Partner	Station redevelopment: HS2/ NR/DfT Decking to be funded by development above and/or additional public infrastructure funding	M - L	Overstation development to be integrated with station redevelopment and relies on provision of decking above the station to support it – HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit. Identified in Camden Site Allocations DPD: Site 9
---	---	---	-------	--

Land uses (see also Section 3.2; Strategic Principle EAP1)

Knowledge quarter: 30% of commercial floorspace as knowledge, science, medical and creative uses.	Future Development Partner, GLA, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, emerging Kings X Knowledge Quarter	On site provision.	L	See also Section 3.2/ SP EAP1 (Economy and employment) and -Section 5 of the EAP Economic Visioning Report December 2013 Opportunities for short term delivery as meanwhile uses
Employment support: Construction training, skills training, job brokerage	NR/DfT/HS2 Ltd/ future Development Partner, GLA, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, emerging King's Cross Knowledge Quarter	S106/ CIL/ set up of a local BID Where related to HS2 construction: HS2 Parliamentary Bill process	L	See also Section 3.2/ SP EAP1 (Economy and employment) and -Section 8 of the EAP Economic Visioning Report December 2013

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

Education: financial contribution to meet requirements generated by development	Future Development Partner	S106	L	To fund facilities on Camden Cutting / more widely as required
Other social infrastructure provision to meet needs generated by development (e.g. health)	Future Development Partner/ relevant providers	On site provision/ S106	L	On-site provision or financial contributions towards wider enhancements as appropriate

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

High Speed Two services National rail services improvement	HS2 Ltd. / NR	HS2 Ltd, NR, DfT	M - L	
Enhanced rail station facilities	HS2 Ltd. / NR	HS2 Ltd, NR, DfT	M- L	
Bicycle parking zones for the station	TfL / HS2 Ltd.	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Bicycle parking for new developments	Future Development Partner	Future Development Partner	M - L	Future Development Partner to install cycle parking in line with requirements of London Plan

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
New and enhanced public realm, walking and cycling links. To include Delivery of key routes, new/ improved crossings, wayfinding	HS2 Ltd/ NR/ future development partner	HS2 Ltd/ NR S106/ CIL	M - L	To be delivered as part of comprehensive redevelopment of Euston Station and Tracks site. HS2 delivery/ funding of measures would be provided insofar as they relate to work authorised by the HS2 Bill
Crossrail 2 (delivery and station integration)	TfL	Various, including DfT, TfL and CIL	L	
London Underground enhancements (ticket hall and platform access)	HS2 Ltd with TfL	HS2 Ltd	M - L	
Sub surface link to Euston Square station	HS2 Ltd with TfL	HS2 Ltd	M - L	
Enhanced and new bus facilities (stops/stands etc)	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M	See also Sections 4.2 and 4.6
Taxi drop off/ pick up facilities	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M - L	See also Sections 4.4 and 4.7
Sustainable freight infrastructure	HS2 Ltd/ NR with TfL	NR, TfL, s106/ CIL	M - L	

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

Ultra Low Emissions Zone (ULEZ)	TfL	TfL	M - L	To be developed alongside wider ULEZ zone for Central London
---------------------------------	-----	-----	-------	--

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Decentralised energy centre and network	Future Development Partner, LBC	Future Development Partner/LBC [assuming it extended beyond over site development area]	L	New energy centre to be provided at or in vicinity of Euston Station site to link in with wider decentralised energy network
Open spaces (maximum on-site provision; financial contributions towards provision elsewhere including on Camden Cutting)	Future Development Partner, LBC	Future Development Partner	L	
Urban greening (on streets as part of public realm works).	LBC/HS2/future Development Partner	HS2/ Future Development Partner	M – L	To be delivered as part of station/ over- station development HS2 delivery/ funding would be provided insofar as necessarily related to works authorised by the HS2 Bill

4.2 Delivery Plan: Euston Road

Key references: Section 4.2, Development Principle EAP2, Figure 4.5

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

New or improved frontages	Various owners	Landowner funded	S – L	Shop fronts are in private hands, therefore mainly a facilitation role.
---------------------------	----------------	------------------	-------	---

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

Public realm, pedestrian and cycle improvements (new / improved Euston Road crossings; wider pavements and decluttering; east-west cycling enhancements)	TfL	HS2 Ltd/ NR, TfL, S106/ CIL	M – L	Timing to complement delivery of HS2. HS2 funding insofar as necessarily related to works authorised by the HS2 Bill
Bicycle parking	TfL	HS2 Ltd/ NR, TfL, CIL/ S106	M - L	
Gordon Street pedestrianisation	HS2 Ltd with LBC	HS2 Ltd/ NR, S106/ CIL	M - L	
New London Underground entrance	HS2 Ltd with TfL	HS2 Ltd/ NR, TfL	M - L	
New sub surface crossing under Euston Road	HS2 Ltd with TfL	HS2 Ltd	M - L	To be provided alongside delivery of HS2
Wider connectivity enhancements	LBC/ TfL	Various, including S106/ CIL, LIP	S - L	Wider improvements being delivered include the West End Project

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Enhanced bus facilities	HS2 Ltd with TfL	TfL, HS2/ NR	M	

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)

Reinstatement and enhancements to Euston Square Gardens	HS2 Ltd with LBC	HS2 Ltd	L	To follow planned use of Gardens as HS2 construction site.
Greening Euston Road	TfL	S106, CIL, LIP	M	

4.3 Delivery Plan: Camden Cutting

Key references: Section 4.3, Development Principle EAP3, Figure 4.6

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

Camden Cutting: Residential led development.	Future Development Partner	Future Development Partner	L	Linked to delivery of works to railway tracks associated with HS2/ station redevelopment – HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.’s remit. Granby Terrace Depot identified in the Camden Site Allocations DPD: Site 11
--	----------------------------	----------------------------	---	---

Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

New 2 FE primary school to be provided as part of development	LBC/ Future Development Partner	S106	L	To be implemented in conjunction with Camden Cutting development
Health facilities: on site provision or financial contributions to wider enhancements, to meet needs generated by development	NHS/ Future Development Partner	S106/ CIL	L	To be provided in conjunction with Camden Cutting development

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Other social infrastructure: on site provision or financial contributions to wider enhancements, to meet needs generated by development	LBC	S106/ CIL	L	To include financial contribution as appropriate to meet any remaining education capacity requirements

Transport and public realm

New walking and cycling links	NR/ HS2 Ltd/Future Development Partner	HS2/NR/future Development partner/S106/CIL	M - L	To be provided as part of development HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Enhanced existing walking and cycling links	LBC	S106/ CIL	M – L	Likely to be implemented in conjunction with Camden Cutting development
New public squares	Future Development Partner	S106	L	To be provided as part of development
New/ improved crossings of Hampstead Road	TfL	HS2 Ltd/ NR, TfL, CIL/ S106	L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

New school play space/ public open space	Future Development Partner/ NR/ HS2 Ltd	S106/CIL	L	To be implemented in conjunction with Camden Cutting development HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit. HS2 delivery where relevant to the mitigation of the significant effects of HS2.
New (larger) public open space on deck above railway tracks	Future Development Partner/ HS2 Ltd/ LBC	NR/ HS2 Ltd, S106/ CIL, DfT/ other public funding	M – L	HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit.
Decentralised energy centre and network	Future Development Partner/ LBC	S106/ CIL	L	On-site provision and/ or financial contributions

4.4 Delivery Plan: Drummond Street and Hampstead Road

Key references: Section 4.4, Development Principle EAP4, Figure 4.7

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

132-140 Hampstead Road : Mixed use development (would form part of expanded Euston Station redevelopment should HS2 proceed)	HS2 Ltd or Derwent London - If no HS2	Future Development Partner or Landowner funded	L	Identified in the Camden Site Within HS2 Euston Station footprint.
110-122 Hampstead Road (Former National Temperance Hospital): Residential-led mixed use development.	HS2 Ltd/Future Development Partner or LBC if no HS2	Future Development Partner or Landowner funded	L	Identified in the Camden Site Allocations DPD: Site 12 Within HS2 safeguarded area. Likely to be the site of HS2 station entrance/ operational building
New development block fronting St James's Gardens and open space	LBC	Landowner funded	L	To be facilitated as part of relocation of Maria Fidelis Lower School to Drummond Crescent.
West side of Cobourg Street: Frontage improvements	LBC/ various ownerships	Landowner and grant funding where available (tbc)	L	Longer term potential to enhance frontages
Shop front/ historic building enhancements	Various owners	landowner and grant funding where available (tbc)	M	Shop fronts and historic buildings are mainly in private hands, therefore mainly a facilitation role.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

New walking and cycling links	HS2 Ltd/ NR/ Future Development Partner	HS2 Ltd/ NR/Future Development Partner	M - L	Would be provided in association with expanded station footprint redevelopment options HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Bicycle parking	TfL/ LBC	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Drummond Street/ Cobourg Street/ Euston Street area public realm enhancements, pedestrian priority	LBC with HS2 Ltd	HS2 Ltd/ LBC, S106/ CIL	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Hampstead Road public realm, to include pedestrian crossings and junction works	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Hampstead Road: enhanced north-south cycle lanes/ tracks	TfL/ HS2 Ltd	TfL, HS2 Ltd, CIL/ S106	M - L	Also covers Camden Cutting and Amptill sub areas HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Taxi pick up/ drop off provision	HS2 Ltd with TfL	TfL/ HS2 Ltd/ NR	M - L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

Mitigation for the partial loss of St James Gardens due to HS2	HS2 Ltd	HS2 Ltd	L	Replacement open space to be agreed during the Parliamentary process for the HS2 Hybrid Bill
Decentralised energy centre and network	Future Development Partner/ Landowner	Landowner funded/ S106/ CIL	L	New energy centre to be provided at or in vicinity of Euston Station site.
Greening of Hampstead Road	TfL with HS2 Ltd	TfL, HS2 Ltd, CIL/ S106	L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill

Drummond Street: HS2 mitigation measures (see also Section 3.2/ Strategic Principle EAP1)

Interim measures during HS2 construction phase	LBC/ HS2 Ltd	HS2 Ltd	S - L	Mitigation measures and implementation approach to be identified and confirmed through the HS2 Hybrid Bill process.
Support for 'meanwhile uses'	LBC	Landowner/LBC	S - M	See also Section 3.2 ('Meanwhile uses')
Retention and relocation of remaining listed structures in St James's Gardens	HS2 Ltd/ LB Camden	HS2 Ltd	S - M	
Drummond Street shopfront/ historic building improvements	Various owners	Landowner funded and grants where available	M - L	Mainly in private hands, therefore mainly a facilitation role.

4.5 Delivery Plan: Regents Park Estate

Key references: Section 4.5, Development Principle EAP5, Figure 4.8

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

<p>Housing replacement - infill sites.</p> <p>A1 Robert Street car park</p> <p>A2 Rydal Water open space</p> <p>A3 Varndell Street</p> <p>A4 Newlands Open Space</p> <p>A5 Dick Collins TRA Hall</p> <p>A6 Albany Street Police Hall / Cape of Good Hope</p> <p>A7 Staveley/ Newby overbuilds</p> <p>A8 Camden People's Theatre</p> <p>A9 Troutbeck overbuilds</p> <p>A10 Space next to St Bede's Hall</p> <p>A11 The Victory Pub</p> <p>Indicative capacity: 160 homes</p>	LBC	HS2 Ltd	S	<p>Shorter term infill development to provide replacement housing.</p> <p>Identified through LBC Housing consultation</p>
<p>Westminster Kingsway College, Longford Street ('B1')</p> <p>Retain in education use or housing development.</p>	Westminster Kingsway College	Landowner funded	S	<p>Identified in the Camden Site Allocations DPD: Site 14</p>

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Land at Goldsmith's House ('B2') Mixed use development including housing	Peabody Trust	Landowner funded	S	Identified in the Camden Site Allocations DPD: Site 15
Surma Centre ('B3') Residential led development	LBC	LBC	S	
Housing redevelopment if required C1 Langdale C2 Coniston and Cartmel Housing-led development	LBC	HS2 Ltd (if required for HS2)/ LBC	M - L	Housing impacts in this location to be considered and mitigation determined through Hybrid Bill process
Enhanced shop fronts and introduction of more active uses: Hampstead Road	LBC/ various landowners	Landowner funded and grants where available	S – M	Some frontages within Camden ownership (including sites A-C above). Facilitation role for remaining privately owned frontages
Enhanced local centre/ shop fronts and introduction of more active uses: Robert Street	LBC	LBC through CIP or grant/lottery funding	S – M	Frontages within Camden ownership (but leased to private businesses).
Enhanced local centre: Park Village East/ Camden Cutting – community facilities	LBC/ landowner	Landowner/ s106/ CIL	L	Introduction of community facilities could help meet needs generated by development.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

New or expanded primary school space if required by wider development.	LBC	s106/CIL	M – L	Potential sources include expansion of existing primary school(s) or new school provision as part of housing redevelopment if required at Langdale, Coniston and Cartmel (C1/2)
Reprovision of Silverdale Tenants' Hall	HS2 Ltd with LBC	HS2 Ltd	M – L	
Enhancements to existing community facilities	LBC	LBC/ S106/ CIL/ HS2 Ltd	M – L	

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

Enhanced existing walking and cycling links, long term aspirations for better links	LBC	HS2 Ltd/ LBC/ S106/ CIL	S – L	
---	-----	-------------------------	-------	--

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

Open spaces: implementation of open space strategy	LBC	HS2 Ltd	S	Open space strategy to sit alongside and support proposals for new housing infill
--	-----	---------	---	---

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Consider detailed feasibility of temporary energy centre prior to delivery of permanent energy centre associated with Euston Station	LBC	Camden CIP/ s106	S - M	

4.6 Delivery Plan: Ampthill and Mornington Crescent Station

Key references: Section 4.6, Development Principle EAP6, Figure 4.9

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

Ampthill new residential opportunity areas Indicative capacity: 140 homes	Future development partner/ LBC	Landowner funded	L	Delivery timescales to be influenced by construction issues around HS2 – development only possible when HS2 finishes using construction compounds here
Eversholt Street retail frontage / shop front enhancements	Future development partner/ LBC/ Landowner	Future development partner/ Landowner/ Lottery or grants where available	S - L	

Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

Re-provision of Ampthill Community Hall / enhanced community facilities as required	Future development partner/ LBC	S106/CIL	S – L	
---	---------------------------------	----------	-------	--

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

New/ improved crossings at Hampstead Rd and Eversholt Street	Future development partner/ TfL/ LBC/	HS2 Ltd/ NR/ S106/ CIL	M – L	
--	---------------------------------------	------------------------	-------	--

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Enhanced pedestrian links between Mornington Crescent and Euston Station	TfL/ LBC	HS2 Ltd/ NR/ S106/ CIL	M – L	
Other enhanced existing walking links	Future development partner/ LBC/ TfL	HS2 Ltd/ NR/ S106/ CIL	M - L	
Bus facilities option	HS2 Ltd with TfL	HS2 Ltd/	M - L	

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)

Harrington Square: enhancements to setting and accessibility	LBC/ TfL	S106 / CIL	L	
Greened roads	LBC/ TfL	CIL/ S106	M – L	

4.7 Delivery Plan: West Somers Town

Key references: Section 4.7, Development Principle EAP7, Figure 4.10

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Development sites

1-39 Drummond Crescent Mixed use development for education (relocated Maria Fidelis Lower School) and residential	HS2 Ltd/ LBC/ EFA	HS2 Ltd/ DfE (EFA)	S	Identified in the Camden Site Allocation DPD: Site 13
Investigation of Churchway renewal/ intensification	LBC	LBC	M	Camden Council to work with residents community to test potential
Eversholt Street active frontages (west side)	NR/HS2 Ltd/ Future Development Partner	NR/ HS2 Ltd/Future development partner	L	Would be provided as part of redevelopment of Euston station: see EAP Section 4.1/ Figure 4.1
Phoenix Road/ Eversholt Street Shop front improvements	Various landowners	HS2 Ltd/ Landowner/ LBC/ Lottery or other grant funding where available	M - L	Mitigation measures and implementation approach to be identified and confirmed through the HS2 Hybrid Bill process

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

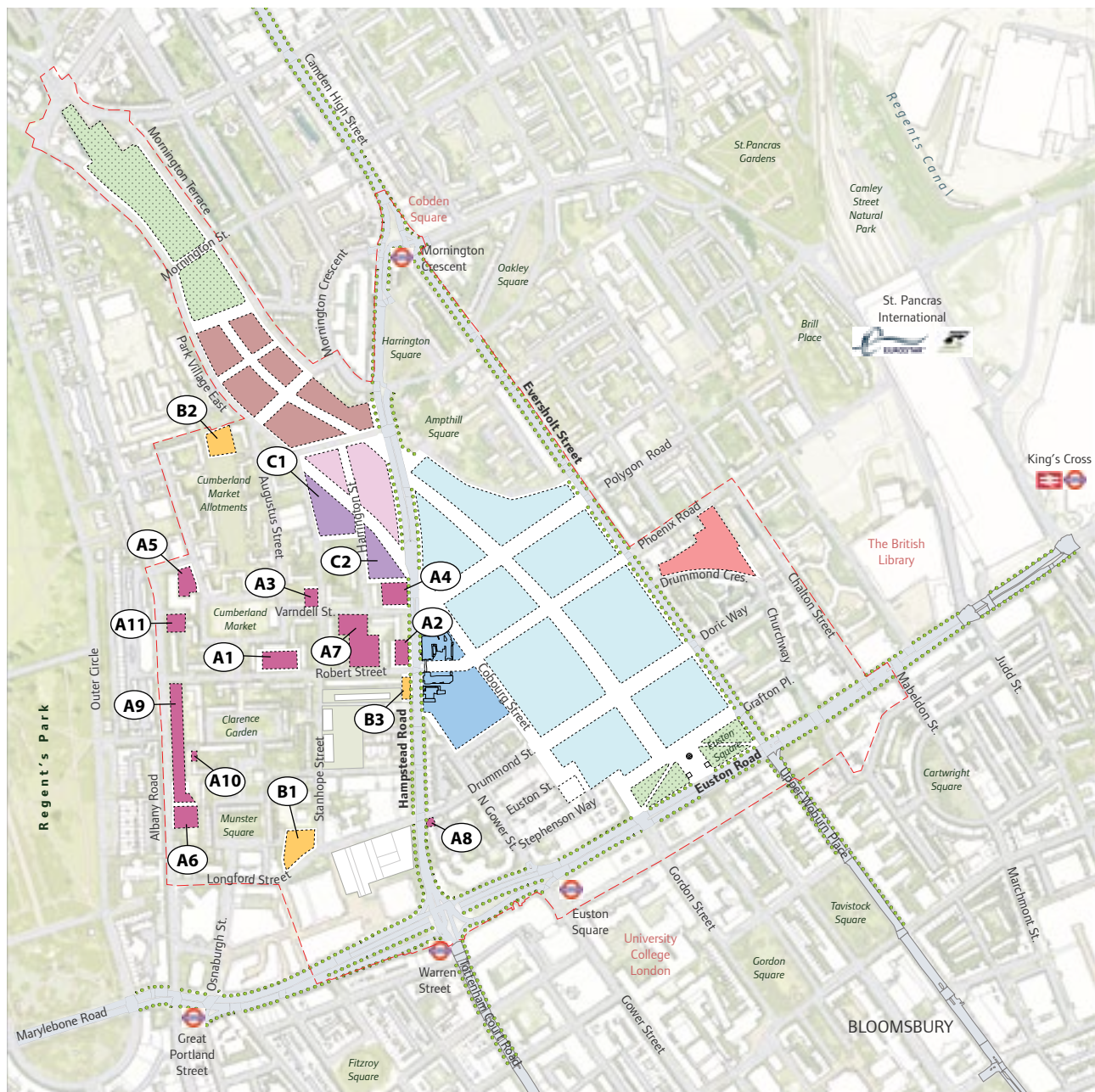
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)










Enhanced existing walking and cycling links between Euston and St Pancras	TfL/HS2 Ltd/NR/ LBC	HS2 Ltd/ NR, TfL (Crossrail 2), S106/ CIL, LBC	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Eversholt Street highway and public realm enhancements	HS2 Ltd/ NR	HS2 Ltd/ NR, S106/ CIL	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Eversholt Street: enhanced north-south cycle lanes/ tracks (also covers Ampthill sub area)	LBC/ TfL	HS2 Ltd/ NR, CIL/ S106	M - L	
Minimising Crossrail 2 construction impacts	LBC, TfL, NR		M - L	
Chalton Street enhancements: Wayfinding, enhancements to market area	LBC	LBC/ S106	S - M	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
---------	---------------	---	------------	-------

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)

Eversholt Street greening	HS2 Ltd / NR/ LBC	HS2 Ltd / NR, S106/ CIL	M – L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Churchway playground reprovision	HS2 Ltd with LBC	HS2 Ltd	M – L	



- | | |
|--|--|
|  Euston station and tracks |  Regent's Park Estate |
|  Maria Fidelis School / former Temperance Hospital / St. James' Gardens |  Infill housing sites |
|  Lost Regent's Park Estate and new deck over railway |  Housing redevelopment (if required) |
|  Sites on new deck over railway |  Existing redevelopment opportunities |
|  Drummond Crescent | |

Map of development sites

2. List of development sites and relevant EAP sections

Euston Station and Tracks – see EAP section 4.1

Sites on new deck over railway – see EAP section 4.3

Lost Regents Park Estate and new deck – see EAP section 4.3

Maria Fidelis School/former National Temperance Hospital/St James' Gardens – see EAP section 4.4

Regents Park Estate sites – listed below - see EAP section 4.5

Infill sites – identified through LB Camden Housing consultation

- A1 Robert Street car park
- A2 Rydal Water open space
- A3 Varndell Street
- A4 Newlands Open Space
- A5 Dick Collins TRA Hall
- A6 Albany Street Police Hall
- A7 Staveley/ Newby overbuilds
- A8 Camden People's Theatre
- A9 Troutbeck overbuilds/ Cape of Good Hope
- A10 Space next to St Bede's Hall
- A11 The Victory Pub

Existing redevelopment opportunities – site allocations/proposals

- B1 - Westminster Kingsway College (Site allocation 14)
- B2 - Goldsmith House - Peabody Estate (Site allocation 15)
- B3 – Surma Centre

Housing redevelopment if required

- C1 - Langdale
- C2 – Coniston and Cartmel

Drummond Crescent – see EAP section 4.7

3. Camden and London Plan policy and objectives checklist

EAP vision and objectives and relevant London Plan policy chapters

London Plan chapter	Euston Area Plan objective
London's places	EAP objectives 3, 4, 5 and 7
London's people	EAP objectives 1, 3 and 5
London's economy	EAP objectives 1, 3 and 5
London's response to climate change	EAP objectives 6 and 7
London's transport	EAP objectives 3, 4, 6, 8, 9 and 10
London's living places and spaces	EAP objectives 1, 2, 3, 4, 6 and 7

EAP vision and objectives and relevant Core Strategy policies

Core Strategy Policy	Euston Area Plan objective
CS1. Distribution of growth	EAP objective 3
CS2. Growth areas	EAP objective 3
CS3. Other highly accessible areas	EAP objectives 5 and 7
CS4. Areas of more limited change	EAP objective 1
CS5. Managing the impact of growth and development	EAP objectives 1, 2, 6 and 8
CS6. Providing quality homes	EAP objectives 1 and 3
CS7. Promoting Camden's centres and shops	EAP objectives 1, 3, 4, 5 and 7
CS8. Promoting a successful and inclusive Camden economy	EAP objectives 1, 2, 3, 4, 5 and 7
CS9. Achieving a successful Central London	EAP objectives 1, 2, 3, 4, 5, 7 and 8
CS10. Supporting community facilities and services	EAP objectives 1 and 3
CS11. Promoting sustainable and efficient travel	EAP objectives 4, 6, 7, 8, 9 and 10.
CS12. Sites for gypsies and travellers	(not provided in the EAP area)
CS13. Tackling climate change through promoting higher environmental standards	EAP objective 6
CS14. Promoting high quality places and conserving our heritage	EAP objectives 2, 3, 4 and 7
CS15. Protecting and improving our parks and open spaces & encouraging biodiversity	EAP objectives 1, 3, 6 and 7
CS16. Improving Camden's health and wellbeing	EAP objectives 1, 3, 6 and 7
CS17. Making Camden a safer place	EAP objectives 2, 3, 4, 7 and 8
CS18. Dealing with our waste and encouraging recycling	(see Camden Core Strategy and Development Policies)
CS19. Delivering and monitoring the Core Strategy	(separate monitoring and delivery measures set out in EAP)

4. Glossary

Affordable housing:

housing that is available below the market rate, including social rented housing, affordable rent and intermediate housing.

Area Action Plan:

An Area Action Plan is a local plan document produced by local authorities, such as Camden Council, which set out planning guidelines for areas where significant change is envisaged. It forms part of a council's collection of planning policy documents, in a Local Development Framework. It is required to be Examined by a Planning Inspector and should be prepared in consultation with local communities.

At-grade:

street level

Camden Planning Guidance:

a set of guidance covering a range of themes which provides supplementary advice regarding how Camden's planning policies are implemented.

Core Strategy:

Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough.

Creative industries:

industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property (DCMS 2001)

Crossrail 2:

a proposed new high-frequency, high-capacity rail line running between south west and north east London. Preliminary work has identified two possible routes: a Metro option offering a high-frequency, underground service across central London and a Regional option connecting central London with areas to the north east and south west.

Decentralised energy network:

The local generation and distribution of energy for purposes such as building space heating and domestic hot water production. They usually involve combined heat and power, which allows the local simultaneous generation of electricity and heat. Networks can serve a variety of buildings and uses across a neighbourhood area.

Development Policies:

the Camden Development Policies sets out detailed planning criteria that we use to determine applications for planning permission in the borough.

Euston Area Plan (EAP):

a document which sets out objectives and planning policies to guide new development, improvements and change in the Euston Area. It is being produced over the next two years and there will be opportunities to comment on the plan as it being produced. It is being produced jointly by the Greater London Authority (GLA), Camden Council and Transport for London (TfL). The Plan will be adopted as part of Camden's Local Development Framework and also adopted by the GLA as a Supplementary Planning Guidance to the London Plan.

Greater London Authority (GLA):

the GLA was created by the GLA Act of 1999 and formally established on 3 July 2000. The GLA Act of 2007 introduced additional and enhanced powers for the Mayor of London and the London Assembly in several areas including housing, planning, climate change, waste, health and culture.

Green infrastructure:

green spaces and features, including includes open spaces, landscaping, urban green spaces and public realm; street trees; and green and brown walls and roofs.

Green and brown roofs:

roofs that are specially designed and constructed to be waterproof and covered with material to encourage wildlife and to help plants grow.

Heritage asset:

a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

HS2 and HS2 Ltd:

HS2 is a High Speed rail link proposal which HS2 Limited, a company owned by the Department for Transport (DfT), are progressing with the engineering, design and environmental work at the moment. The high speed rail link is proposed to terminate on the site of the existing Euston Station, connecting London to the West Midlands initially and then extending the line to Leeds and Manchester, and potentially in the longer term to Scotland.

King's Cross / Euston Road Central London Frontage:

Commercial shopping frontages which serves a similar role to a town centre, providing for local workers, residents and visitors.

Legible London:

a new system of pedestrian signage that is being rolled out across Central London. It presents information in a range of ways, including on maps and signs, to help people find their way around the capital.

Local Development Framework:

Camden's Local Development Framework is a collection of planning documents that, in conjunction with national planning policy and the Mayor's London Plan, sets out Camden's strategy for managing growth and development in the borough, including where new homes, jobs and infrastructure will be located.

The London Plan:

The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

National Planning Policy Framework (NPPF):

sets out the Government's planning policies for England and how these are expected to be applied.

Neighbourhood centre:

designated local shopping area which provides for the day-to-day needs of people living, working or staying nearby. They are generally groupings of between five and fifty shops and service premises.

Opportunity Area Planning Framework (OAPF):

Opportunity Area Planning Frameworks are produced by the Mayor of London for areas identified as having significant potential to deliver new homes and jobs. Euston is identified as an Opportunity Area in the London Plan, therefore the document is being produced as an Opportunity Area Planning Framework which will be adopted by the Greater London Authority (GLA).

Permeability:

the ability to easily move through an area, usually by foot/ bicycle.

Public realm:

this term relates to outdoor areas that are accessible to the public, including streets, pathways, right of ways, parks, squares, and open spaces.

Site allocations:

Camden's site Allocations document set out the Council's proposals for land and buildings on significant sites (including sites in the Euston area) which are likely to be subject to development proposals during the lifetime of the LDF (2010-2025). These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy and the London Plan.

Social infrastructure:

covers a range of public facilities that are used by local communities, including schools, health facilities, and tenants' halls.

Taxi rank:

dedicated queuing area for taxis.

Transport for London (TfL):

TfL is responsible for planning and running London's public transport services. It also maintains and controls all of London's traffic lights, runs the congestion charge, maintains key roads and regulates London taxis and the private hire trade.

ULEZ:

Ultra Low Emissions Zone

Viability:

whether a development could realistically be brought forward for development, taking into account site capacity, constraints, and developer profit.

Way-finding:

visual markers or information points facilitating pedestrian and cyclist navigation

If you would like this document in large print or Braille, or in another language, please contact 020 7974 6805

Find out more about this document by visiting eustonareaplan.info or by calling the EAP team on 020 7974 6805. If you are hard of hearing please contact us on our Textlink service on 020 7974 6866.

