EUSTON AREA PLAN

Background Report
Proposed submission Draft

January 2014



Transport for London

MAYOR OF LONDON

Camden

Euston Area Plan

BACKGROUND REPORT

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1 INTRODUCTION

1.1 This Background Report provides the context for the Euston Area Plan, including key issues and existing policies and guidance which are relevant to the plan and its development. It summarises background information from a range of sources, including Census data and evidence base studies that have been prepared to inform the Euston Area Plan. This report is being prepared to provide a background and evidence base summary for the preparation of the Area Plan, and to enable the plan itself to focus on the objectives, policies and proposals for the area.

1.2 Where relevant, this Background Report summarises the planning policy context that is relevant to the production of the Euston Area Plan. A range of policy and guidance documents are relevant, including the National Planning Policy Framework (NPPF), the London Plan, the Camden Core Strategy, Development Polices and Site Allocations local plan documents, the Camden Planning Guidance supplementary planning document, and Euston: a Framework for Change supplementary planning document (2009). A more detailed summary of relevant policy, guidance and evidence base documents is provided in Appendix 1 to this Background Report.

About the Euston Area Plan

1.3 The Euston Area Plan (EAP) is being prepared to shape change in the Euston area to 2031 years. It is being prepared jointly by the London Borough of Camden (LBC), the Greater London Authority (GLA) and Transport for London (TfL). The plan area is centred around Euston Station and covers Regent's Park to the west and part of Somers Town to the east. To the north, the plan boundary includes Mornington Crescent, as well as the railway tracks running up to Parkway. To the south, the plan boundary includes Euston Road and the northernmost part of Bloomsbury.

Figure 1.1 Euston Area Plan boundary



The shaded area indicates the maximum likely extent of the expanded Euston Station and tracks proposed as part of HS2 – the new HS2 scheme does not include rebuilding the existing station, however the Euston Area Plan still seeks comprehensive redevelopment

1.4 The majority of the study area is located within the Central London area. Covering 0.85 square kilometres (85 hectares), the area contains approximately 4% of land in the borough of Camden. With 19,898 residents, the area contains 11% of Camden's overall population.

1.5 The Euston Area Plan is being produced to respond to the proposed new High Speed Two (HS2) rail link, as well as reflecting and updating previous plans and aspirations for development in and around the station. Camden Council strongly opposes the HS2 project as it is concerned about the potential negative impacts on the areas affected by its construction, particularly around Euston and Camden Town. However if HS2 goes ahead, despite Camden Council's objections, it is important that the Council plans ahead to get the best possible results for local people and businesses and to make the most of any potential benefits a new station and rail link could present. If HS2 does not go ahead, the Plan will be useful in refreshing previous plans and encouraging growth back into the Euston area.

1.6 The submission draft Camden Site Allocations document (p40) acknowledges that the HS2 proposals would have a significant impact on the area, and states that *"Whichever scenario comes forward for future development at Euston Station, the Council and its partners will seek to make sure that change in the Euston area brings significant improvements to the*

opportunities and quality of life for local people, as well as improving the area's wider contribution to London". This is the aim of the Euston Area Plan.

1.7 Government proposals for HS2 could have significant impacts on communities and the environment around Euston. Potential HS2 impacts are included where relevant in each section of this document. An outline of the potential maximum extent of an expanded Euston Station (the new HS2 scheme does not require the redevelopment of the Euston Station building) and tracks is shown on Figure 1.1 above. A map of the proposed High Speed Two safeguarding area is provided in Appendix 2. It should be noted however that the Area Plan sets out objectives and principles for development in the area whether HS2 proceeds or not, reflecting the area's long standing opportunity area status in the London Plan.

2. STRATEGIC CONTEXT

2.0.1 There is a range of planning policy and guidance documents that provide a context for development in Euston. These include specific proposals for a growth area centred around Euston station, as well as general national, London-wide and borough-wide policy and guidance. Policies that are specific to Euston are summarised in this section. General policies on thematic issues that apply across the borough are summarised as appropriate in sections 3-13 of the report.

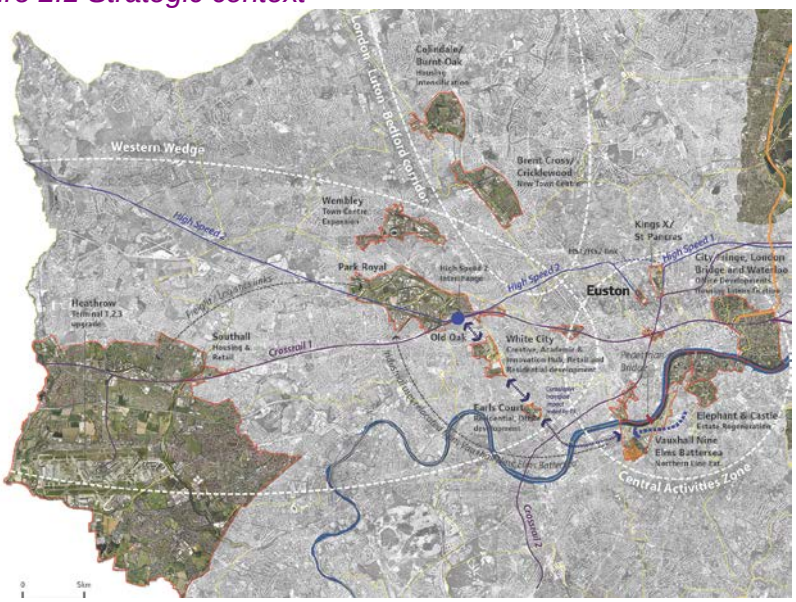
2.1 Plans for growth at Euston

2.1.1 The London Plan (2011) 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. The Camden Core Strategy (2010) identifies Euston as a growth area, providing for around 1,500 homes and 70,000 sqm of business space (Policy CS2). Core Strategy Policy CS7 promotes in the range of 20-30,000 sq m additional retail at Euston and Camden Town, with the majority expected to be located at Euston (see section 10.x for more information on retail at Euston).

2.1.2 The London Plan states:
"*Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the Central Activities Zone. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to re-configure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the adjacent university quarter*."

2.1.3 The Euston Opportunity Area is one of a number of opportunity areas and areas of intensification designated in the London Plan, which provide key areas that will contribute to the Mayor's targets for the delivery of homes and jobs in London. Growth areas identified in the London Plan that are close to Euston are King's Cross (to the east) and Tottenham Court Road (to the south west).

Figure 2.1 Strategic context



2.1.4 At a wider level, Park Royal/ Willesden Junction Opportunity Area in north-west London (also know as Old Oak Common), is an interchange station on the proposed HS2 line, and will therefore have a connection with Euston. It spans the boroughs of Ealing, Brent and Hammersmith and Fulham. It is identified as an Opportunity Area in the London plan with the capacity for 1,500 new homes and 14,000 new jobs. The London Plan highlights its role as one of London's key industrial locations, with potential to meet modern logistics and waste management requirements as well as other industrial type functions. Other Central London opportunity areas that are identified for growth in the London Plan include:

- Paddington Opportunity Area: capacity for 1,000 homes and 5,000 new jobs
- Farringdon/ Smithfield Intensification area: located mainly in Islington, this location is identified as having capacity for 2,500 jobs and 850 homes as well as significant transport improvements with the arrival of a new Crossrail station and the Thameslink service improvement programme;
- Vauxhall, Nine Elms, Battersea Opportunity area: capacity for 15,000 jobs and 10,000 new homes, this is a major growth area within London's Central Activities Zone, with a proposed Northern Line Extension to help support development

2.2 Existing policy objectives for the Euston area

2.2.1 The Camden Core Strategy (2010) sets out the following key aspirations for the Euston 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
- Comprehensive and integrated approach to development in the Euston area

2.2.2 The emerging Camden Site Allocations (2013) includes a Section on key development sites in the Euston area. The following sites are identified:

- Euston Station, Euston Road: the document highlights the important role of the redevelopment of Euston Station site as a catalyst for future development in the area and sets out a range of objectives for the site, envisaging a comprehensive approach that delivers an exemplar rail and public transport interchange, high quality design and improved connections through the site. Envisages mixed use development including a significant contribution to the supply of housing, employment uses, new open space and appropriate community facilities.
- 132-140 Hampstead Rd and 142 Hampstead Rd: mixed use development comprising residential and employment uses. Hotel, student accommodation or medical use may also be appropriate as

secondary components of a mix of uses. This site is within the proposed HS2 safeguarding area and would be within the footprint of the expanded Euston Station and tracks should HS2 proceed.

- Granby Terrace Depot: a residential-led mixed use development which could include uses such as flexible employment floorspace and community uses. This site is within the proposed HS2 safeguarding area and would be within the footprint of the expanded Euston Station and tracks should HS2 proceed.
- 110-122 Hampstead Road (Former National Temperance Hospital): subject to the site no longer being required for healthcare or associated uses, a primarily residential development (preferably affordable housing)
- 1-39 Drummond Crescent (Euston Traffic Garage): A mixed use development including housing and/ or employment and/ or community uses (including school use). This site is within the proposed HS2 safeguarding area but would not be within the footprint of the expanded Euston Station and tracks should HS2 proceed. The Site Allocations document notes that HS2 could make the existing Maria Fidelis school site on North Gower Street unviable, and supports potential expansion of the school onto the Drummond Street site
- Westminster Kingsway College, Regent's Park Centre, Longford Street: continued education/ D1 use, or subject to the satisfactory relocation of existing uses redevelopment to include housing, including affordable housing
- Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus St: Provision of housing, including affordable housing, if it can be demonstrated that it is no longer appropriate to provide a hostel on the site; re-provision and expansion of community hall and publicly accessible open space.

2.2.3 Constraints and planning designations highlighted by the Site Allocations include the Primrose Hill to St Paul's Cathedral strategic viewing corridor (which limits potential building heights on affected sites), designated public open spaces and conservation areas. The allocated sites have an excellent Public Transport Accessibility Level (PTAL) rating (6a-6b), except for Granby Terrace (4-5 good to very good) and Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus St (3-4).

2.2.4 The Site Allocations document also acknowledges the potential impact of HS2 on the site allocations. For the Euston Station site and sites that would be within the footprint of the expanded Euston Station and tracks, the site allocations states that Camden would still expect its planning objectives for the site, including indicative land uses, to be delivered as part of wider redevelopment proposals for the over station redevelopment of Euston Station. The document also promotes maximising decking over the operational rail line in order to mitigate the physical, visual and acoustic impacts of HS2 and to create significant areas of new open space and create new links across the area.

2.2.5 The Site Allocations document notes the importance of heritage assets, open spaces, schools, shopping streets and routes through the area that may be affected by development, and may be enhanced. Other important places

highlighted include the Maria Fidelis School, citing the potential to move from two separate sites to a single consolidated site; Regent's Park, Somers Town and Ampthill estates; and the important historic local open spaces at St James's Gardens and Euston Square Gardens. The document signposts the Euston Area Plan, where more detailed guidance for the local area and parameters for development and regeneration will be provided.

2.2.6 *Euston: A Framework for change* (LB Camden Supplementary Planning Document (SPD); 2009) sets out how the Euston area could change in the future. It provides a context for development and other change for Euston Station and the surrounding area, and sets out key policy requirements that would apply to any development. The SPD addressed the type and mix of land uses that would be sought above and around the station, and provides guidance on key development sites in the area. Since the adoption of this SPD, the government's announcement to proceed with HS2 has changed the issues that will need to be addressed in planning for the future of the area. Therefore whilst much of the content of this SPD remains relevant, the Euston Area Plan is being produced to address the changed context, and when adopted will supersede *Euston: A Framework for change*.

2.2.7 Camden has also carried out wider place shaping work to enhance the areas around Euston and to make the most of opportunities from change and development:

- Camden's Somers Town Community Investment programme covers the south eastern part of the EAP area. A regeneration strategy is being 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 Ampthill. The Forum seeks to promote sustainable development in the neighbourhoods of Somers Town.
- The King's Cross place plan has been jointly prepared by Camden and Islington Council's and was approved in July 2012. It sets out a vision to ensure that local communities benefit from regeneration and transport connections, promote community safety and health inequalities, improve links between neighbourhoods and improve the local environment. Minimise the impacts of development and construction on local people, including specific reference to growth and change at Euston:

  "impacts on the Somers Town community will need to be carefully considered and appropriate benefits secured in terms of safety, accessibility and permeability of the station area and access to employment and housing.
- The Camden Town Place Plan is being finalised, and seeks to join up a range of initiatives and interventions to deliver improvements to the area. Its integrated vision seeks to support and build upon Camden Town's status as a cultural and creative industries cluster while balancing the vibrancy and night time economy of the area with the quality of life of residents and community safety, along with establishing better integration with surrounding areas (including Euston). It highlights potential knowledge economy linkages between Camden Town and the medical and scientific cluster at Euston

2.3 High Speed Two: Euston terminus

2.3.1 The Government's January 2011 decision to proceed with HS2, a proposed new rail line connecting London with the Midlands and then Manchester, Leeds and eventually Scotland. The scheme includes a London terminus on an expanded Euston Station footprint and tracks (see Figure 2.1 above). The scheme would have a number of impacts on communities and the environment around Euston. Some of these impacts are referred to, where appropriate, in the sections below.

2.3.2 The London borough of Camden has highlighted a range of impacts that HS2 will have on its communities and the environment, including blight and disturbance relating to the safeguarding and construction period. Short term impacts such as these are being addressed separately to the Euston Area Plan (which provides a long term planning framework for the area) through an ongoing impacts mitigation workstream.

2.3.3 Key medium-long term HS2 impacts highlighted by the London Borough of Camden that are relevant to the Euston area which need to be considered in the Euston Area Plan include:

- *The loss of 216 homes (with further potentially at risk due to their proximity to the expanded Euston Station and tracks):* planning for the re-provision of the homes lost as a result of HS2 is an important element of the EAP work;
- *Impacts on local businesses including the loss of at least 20 business premises and potential longer term impacts of change on remaining businesses:* the EAP will seek to identify locations for new and replacement business premises, as well as considering wider business and employment needs as part of future change in the area
- *The loss of open spaces, including around two thirds of St James's Gardens:* the EAP provides the opportunity to plan for the replacement of these spaces as part of a wider framework for the area
- *Potential noise and disturbance when the station and track is in operation*: the London Borough of Camden has highlighted the potential to address this by maximising the extent of decking over the station and tracks. Camden has also commented that this option could also allow the provision of a high quality local environment, and provide space for the re-provision of open spaces and new residential and other uses which HS2 and the Euston Area Plan will need to respond to
- *Onward movement of passengers:* the need to assess transport needs arising the additional passenger numbers from Euston station and implementation of the schemes necessary to accommodate this, potentially including public realm enhancements and major public transport investment. The Transport Study informing the Area Plan will need to address this.
- *Direct impacts of HS2 on the viability of Maria Fidelis RC secondary school, and direct and indirect impact on other local schools:* The EAP provides the opportunity to consider the spatial requirements arising from the potential need to move the Maria Fidelis school to a single consolidated site to the east of Euston

Station, as well as considering the implications of new housing on wider education provision.

- *Loss of existing community and cultural facilities:* the EAP considers appropriate levels of provision of community and cultural facilities as part of growth in the area.

2.3.4 The Mayor of London has also raised concerns regarding the impacts of the expanded station and tracks and the dispersal of the additional HS2 passengers. The Mayor has highlighted the effect of HS2 on the Victoria and Northern tube lines: these lines already experience severe over-crowding and HS2 is predicted to exacerbate this problem. The Mayor therefore states that additional tube capacity, in the form of a new line linking Chelsea and Hackney ('Crossrail 2') should be constructed during Phase 1 of the scheme in order to accommodate passenger numbers.

*2.*3.5 TfL supports the proposals to provide a second High Speed rail line which will connect London Euston with Birmingham and eventually further north to Manchester and Glasgow. However, there are four key conditions upon which TfL's support is dependent:

1. The proposals for Old Oak Common must incorporate the Overground connection as a core part of the HS2 project

2. The proposals for Euston Station must include provision for Crossrail 2

3. The HS2-HS1 link must not adversely impact Overground operations on the North London Line

4. The environmental impacts in West London must be sufficiently addressed

2.4 Development context

2.4.1 As indicated in Section 2.1, there is significant growth planned in and around Euston. Reflecting its designation as a growth area, there are a number of housing and other schemes that have received planning permission in the last five years. Some key major approved schemes are summarised in Table 2.1 below.

Table 2.1 Recent major development approvals in the study area

Site	Application no.	Proposed use	Height	Year
100 Park Village East	2007/0911/P	41 flats	3 to 10 floors	2007
Granby House, Granby Terrace	2007/0291/P	Ground floor offices with 5 flats above	4 floors	2007
Former Elizabeth Garrett Anderson Hospital,126-144 Euston Road	2007/3736/P	Unison offices 47 residential units and 1 retail unit	2 to 11 floors	2007
107-109 Hampstead Road	2007/1442/P	1 retail unit with 8 flats above	4 floors	2007
72 - 76 Eversholt Street	2008/3555/P	6 flats	4 floors	2008
132-142 Hampstead Road	2009/2827/P 2010/4683/P	Redevelopment to provide: 23,863sq.m. B1 floorspace; 2,125sq.m. Class B8 warehousing; 6,560sq.m. C3 residential; and 1,935sq.m. ancillary space. Change of use to offices and warehouse and new building on petrol station site of 38 flats and 1 retail unit.	Two separate buildings of 5 to 7 storeys. Existing building: 6 floors New building: 12 floors	2009 2010
86 - 88 Delancey Street	2010/2911/P	29 affordable residential	part 6, part 5 and part 4 storey building	2010
Netley Primary School 30 William Road	2012/2089/P	Foundation unit, primary pupil referral unit, community learning centre and 80 residential units.	Over 3 buildings of 2, 5 and 8 floors	2012
Walkden House 10 Melton Street	2012/2222/P	Offices and 18 residential units	5 to 6 floors	2012

2.4.2 A number of key major schemes have also been approved in the wider area around Euston, and are currently being delivered. These are summarised below.

King's Cross Central

2.4.3 King's Cross Central, the major development site in the King's Cross Growth area. In 2006 outline planning permission was granted for a over 700,000 sq m of mixed use development including:

- 1,700 homes (40% of which are affordable);
- up to 455,510 sq. m. of business and employment uses, including major office occupiers;
- up to 45,925 sq m of shopping, food and drink and financial and professional services uses (use classes A1, A2, A3, A4 and A5). The s106 agreement for the scheme stipulates that, no more than 32,500 sq m (around two thirds) should be first occupied for A1/ A2 uses, and no more than 15,000 sq m (around one third) should be first occupied for uses within Classes A3, A4 and A5, unless otherwise approved in writing by the Council; and
- up to 71,830 sq m of community, health, education and cultural uses within use class D1, including the University of the Arts, which is based in the refurbished Granary Building.

2.4.3 Reserved Matters approval has now been granted for around 48% of the development (around 340,000 square metres). Over 230,000 sq m of development has been delivered or is currently in the process of being constructed on the site – around 32% of all development approved in the outline planning permission for King's Cross Central

2.4.4 The scheme will also include a range of supporting infrastructure including community facilities, environmental and transport/ public realm measures. Key supporting infrastructure for the development includes:

- New streets and public spaces including Granary Square, a large new open space adjacent to the University of the Arts, which has been open since June 2012
- A new primary school, nursery and a new school for the Frank Barnes School for deaf and hard of hearing children, and community meeting facilities
- A new leisure centre and library
- A new bicycle storage facility
- A multi use games area (MUGA)
- The energy centre that will serve the whole of the development
- A subway link to King's Cross St Pancras underground station
- A Construction Training Centre that will provide employment opportunities linked to the construction of the development
- Significant financial contributions towards a range of measures including bus routes,

King's Cross and St Pancras stations

2.4.5 King's Cross and St Pancras International have undergone significant investment in recent years to refurbish the two Grade I listed station buildings, provide enhanced passenger facilities and improve the public realm around the stations.

2.4.6 In 2007 Eurostar services began to run from St Pancras International station, following the refurbishment of the Grade I listed station building and

chambers. Next door at King's Cross station, the new Western Concourse opened in March 2012. The canopy in front of Kings Cross Station is currently being removed in advance of the creation of the new public space which is due to be completed later in 2013.

Regent's Place

2.4.6 Regent's Place is a mixed use development to the south west of the project area, which includes 47,000 sq m of B1 office space as well as around 165 residential units (68 affordable) and supporting use class A1-A5 uses including retail, financial services and café/ restaurant uses. The development is currently under construction, with some elements already in occupation, and will include use class D1 accommodation for the West Euston Partnership and Diorama in future phases of the development.

2.5 Guidance on the preparation of local plans

2.5.1 The National Planning Policy Framework (NPPF) highlights the role of planning in contributing to the achievement of sustainable development. At the heart of planning is the presumption in favour of sustainable development.

2.5.2 The NPPF states that local plans should be aspirational but realistic. They should set out the opportunities for development and clear policies and what will or will not be permitted and where. Policies should set out the strategic priorities for the area in the Local Plan. This should address need for homes and jobs, retail, leisure and other commercial development, supporting infrastructure, community facilities and environmental issues. Local Plans should be based on a robust and up to date evidence base, which this report summarises for the Euston Area Plan.

2.5.3 In order to be 'sound', local plans should be positively prepared (meeting development and infrastructure requirements), justified (the most appropriate strategy, supported by evidence), effective (deliverable and based on affective joint working) and consistent with national policy. As mentioned in Section 1, key elements of the NPPF that are relevant to the preparation of the EAP are set out in each chapter of this report, where appropriate, and in Appendix 1.

3 PEOPLE AND POPULATION

Key issues

- The population is projected to experience comparatively high growth over the next 15 years due to existing development proposals in the area
- Deprivation, unemployment and poor health are significant issues for communities to the north of Euston Road in St Pancras and Somers Town and Regent's Park wards
- The Euston area has a relatively young population
- The study area also has a comparatively high Bangladeshi population
- There are lower levels of educational attainment in St Pancras and Somers Town and Regent's Park wards

3.1 Current population

3.1.1 In 2011 19,898 people were living in the Euston Area Plan study area. The number of residents within the study area represents approximately 9% of the population of the borough of Camden, which has a population of 220,338 (2011 Census).

Table 3.1 Population profile

	Euston area	Camden
Population	19,898 (9%)	220,838
Households	8,134 (8%)	97,534

3.1.2 The EAP area has a slightly younger population than Camden as whole, which itself has a relatively young age profile compared to the national average.

Table 3.2 Age of residents

	Euston area	Camden
Under 16	16.8%	16.1%
16- 29	34.2%	26.6%
30-59	36.2%	42.2%
60+	12.7%	15.1

3.2 Projected population growth

3.2.1 After almost a century of population decline, Camden's population has been increasing from the early 1980s, and in the ten years from mid-1991 to mid-2001 Camden had the 6th highest population growth rate in London and 25th highest growth rate in England & Wales (ONS Mid-year Estimates). From 2001 to 2011 the population in the study area increased by around 4.5% from 18,101 to 18,898. Population projections for Regent's Park and St Pancras and Somers Town wards indicate that the area is likely to experience comparatively high population growth to 2026:

- Population growth in St Pancras and Somers Town ward is significantly higher than the borough average, mainly due to the designation of the King's Cross area as a growth area, and the associated major mixed use development currently being implemented at King's Cross Central;
- Projected population growth in Regent's Park ward is also above the borough average, linked to a number of development sites, and the

designation of the Euston area as a growth area in the London Plan and Camden Core Strategy.

Table 3.3 Population projections

					Cumulative change (%)		
	2011	2016	2021	2026	2011-16	2011-21	2011-26
CAMDEN	**213,500**	**223,300**	**228,200**	**230,000**	**5%**	**7%**	**8%**
Regent's Park	12,800	13,500	14,300	15,600	6%	12%	22%
Bloomsbury	9,400	9,600	9,700	9,800	2%	3%	4%
St Pancras and Somers Town	13,700	17,300	19,800	19,900	26%	44%	45%

GLA 2011 Round-based Ward Population Projections 'Camden Development': Summary; GLA Intelligence, © 2012

3.3 Households

3.3.1 In 2011 there were 8,134 households in the study area, 8% of the 97,534 households in the borough (2011 Census).

3.3.2 The average household size in the EAP area is 2.3 (2011 Census). This is bigger than the average household size across Camden as a whole (2.18 people). Since 2001, the average household has increased by 0.09 (from 2.21 in 2001), whereas average household size across Camden has reduced by 0.42 (from 2.6) in 2001.

3.3.3 One-person households in the study area, and Camden generally, make up the largest proportion of all household types (40.5%), noticeably higher than the average England and Wales (30.2%).

Table 3.4 Household information

	Euston area	Camden	England and Wales
One person Households	*40.5%*	40.5%	30%
Married/ civil partnership couple households	*17.4%*	20.2%	37%
Cohabiting couple households	*7.3%*	9.8%	8.3%
Lone parent households	*12.6%*	10%	6.5%
Other (multi-person) households	*20.1%*	16.9%	6.7%

2001 Census

3.3.4 Information on household tenure is provided in Section 4, Housing.

3.4 Religion and ethnicity

3.4.1 The Euston area has a comparatively high proportion of residents from Black and Minority Ethnic groups (46.5% of residents compared to a borough average of 33.7%). The largest minority groups in the study area are Bangladeshi (12.5%) and Black African (7%).

Table 3.5 Ethnicity		
	Area	**Camden**
White British	**35.3%**	**44%**
Black & Minority Ethnic Groups	**46.5%**	**33.7%**
Bangladeshi	*12.5%*	*5.7%*
Black African	*7%*	*4.9%*
White Irish	*4.1%*	*4.6%*

(2011 Census)

3.4.2 In terms of population, the largest single group identified themselves as Christian (32.6%). It is notable that there is a comparatively large proportion of Muslims in the study area compared to the borough average. There are slightly fewer people of no religion in the Euston area.

Table 3.6 Religion		
	Euston area	**Camden**
Christian	*32.6%*	*34%*
Muslim	*21.1%*	*12.1%*
Jewish	*1.3%*	*4.5%*
Other religions	*3.7%*	*3.5%*
No religion	*21.0%*	*25.5%*
Religion not stated	*20.3%*	*20.5%*

(2011 Census)

3.5 Deprivation and unemployment

3.5.1 Income deprivation is a significant issue in communities to the north of the Euston Road, whilst it is much less of an issue for communities south of Euston Road. 2010 figures show that:

- Three out of eight super output areas in Regent's Park Ward are within the 10% most income deprived in the country.
- Six out of eight super output areas in St Pancras and Somers Town Ward are also within the 10% most income deprived in the country. One further SOA in this ward also falls within the 20% most income deprived in the country.
- One out of eight super output areas in Bloomsbury Ward just falls within the 20% most income deprived in the country

(source: Indices of deprivation 2010)

3.5.2 Table 2.7 below shows that Bloomsbury ward has a relatively low proportion of job seekers allowance claimants (compared to the Camden average). Regent's Park and, in particular, St Pancras and Somers Town wards have above average numbers of claimants, reflecting the deprivation statistics.

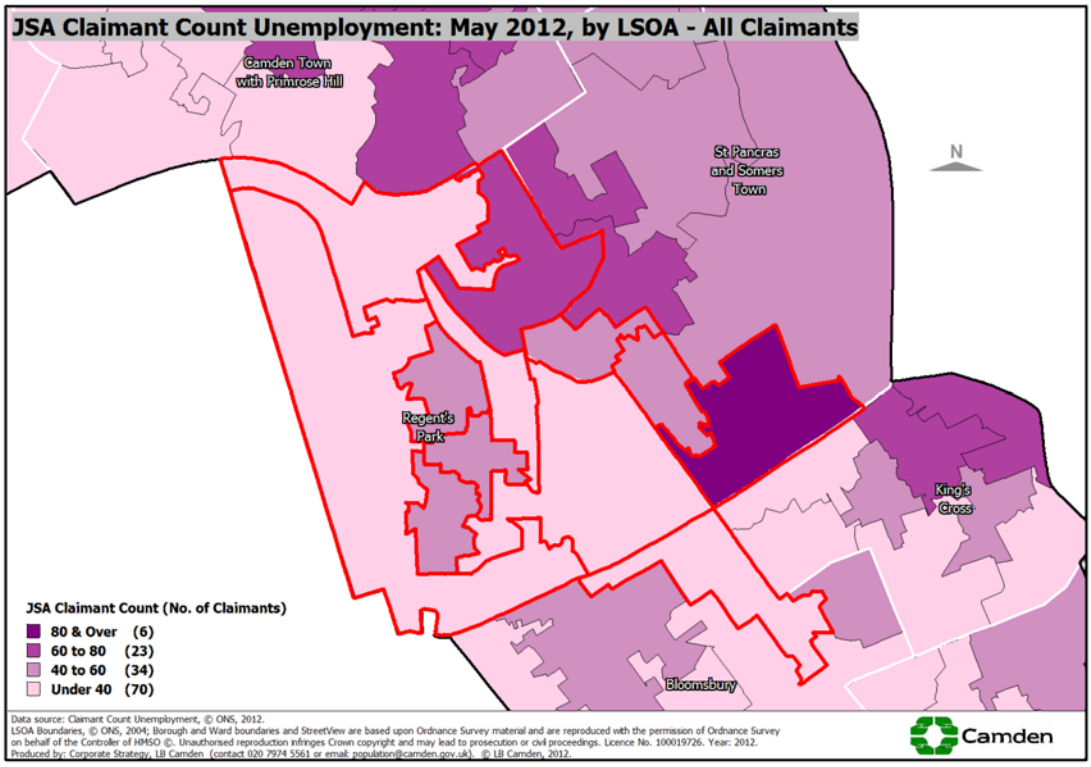
3.5.3 These wards also have slightly higher than average proportions of male claimants, and younger claimants (aged 16-24), than the Camden average.

Table 3.7 JSA Claimant Count (May 2012)		
	No. Claimants	**% claimants**
Bloomsbury	190	4.2
Regent's Park	320	6.4
St Pancras and	470	9.8

Somers Town		
Camden	5,305	5.2

source: Office for National Statistics (Jobcentre Plus administrative system) © Crown copyright, GLA estimates, © 2012.

Figure 3.1 Unemployment in and around the Euston area.



3.5.4 The 2011 Census indicates that unemployment is higher in St Pancras and Somers Town ward, at 7% compared with the Camden average of 4.5%. Unemployment in Regent's Park ward is slightly above the borough average, whilst Bloomsbury ward is relatively low at 3.1%.

Table 3.8 Unemployment in the Euston Area

	St Pancras and Somers Town	Regent's Park ward	Bloomsbury ward	Camden (London Borough)	London	England
Economically active: Unemployed	5.7%	4.9%	3.1%	4.5%	5.2%	4.4%

(2011 census)

3.5.5 Trends since 2001 indicate that unemployment has reduced in the study areas, whilst it has increased across Camden as a whole, London and England:

- Unemployment rates in Camden, London, and England rates have increased from 5%, 4% and 3% in 2001 to 4.5%, 5.2% and 4.4% in 2011

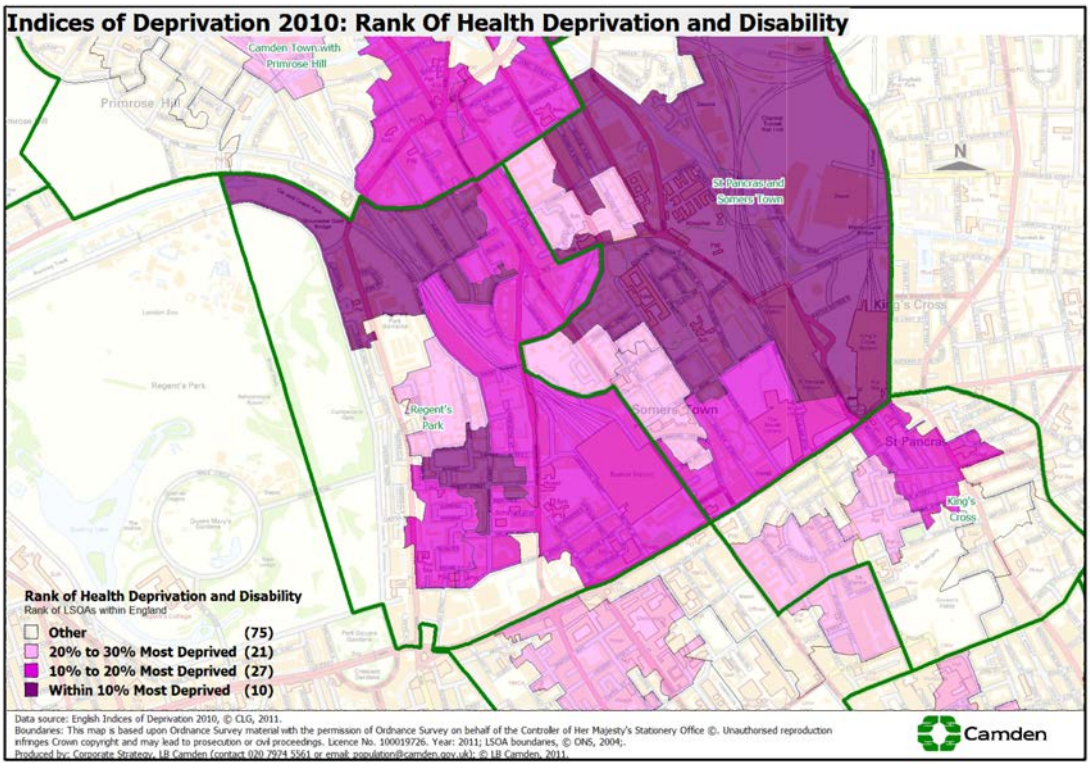
- Unemployment rates in St Pancras and Somers Town and Regent's Park wards, unemployment reduced from 7% and 5.5% in 2001 to 5.7% and 4.9% in 2011
- Unemployment in Bloomsbury ward also fell over the same period from 3.5% to 3.1%

3.6 Health

3.6.1 Significant parts of the study area perform poorly in relation to health deprivation and disability. Figure 3.2 below shows concentrations of health deprivation and disability across much of the Euston area. According to the Indices of Deprivation 2010, within the study area*:*

- Four out of eight super output areas in Regent's Park Ward are within the 20% most health deprived in the country. One of these SOAs is also within the 10% most health deprived in the country
- Four out of eight super output areas in St Pancras and Somers Town Ward are also within the 20% most health deprived in the country. Three of these SOAs are also within the 10% most health deprived in the country.

Figure 3.2 Health deprivation in the Euston area (2010)



3.6.2 2001 Census results also indicate poorer health in the study area in comparison to the Camden average, although it is close to the national average. Comparatively fewer residents than the Camden average described their health as 'good', whilst more residents that the Camden average had limiting long-term illness. Average life expectancy in the study area is also slightly lower than the Camden average.

Table 3.9 Health

	Euston area	*Camden*	*England and Wales*
People describing their health as 'good'	81.8	84%	81.4%
% of people with limiting long-term illness	16%	14.4%	17.6%

2011 census, ONS Vital Statistics

3.6.3 There appears to have been an improvement in health standards both in the study area and across Camden generally in recent years. Between 2001 and 2011, the proportion of residents in the study area that described their health as 'good' increased from 67.6% to 81.8% in 2011. This figure increased from 71.3 to 84% across Camden as a whole.

Table 3.10 Average life expectancy 2006-2010

	Male	*Female*
Regent's Park Ward	*75.1*	*83.3*
St Pancras and Somers Town Ward	*76.9*	*85.6*
Bloomsbury ward	*78.4*	*79.5*
Camden	78.1	83
England	78.3	82.1

Source: London Health Programmes: Health Needs Assessment Toolkit

3.6.3 Whilst life expectancy has improved in Regent's Park and St Pancras and Somers Town wards since the 2001 Census, the figures are still noticeably lower than the borough and national average for males. Female life expectancy is around the same as the borough average.

3.6.4 Section 12.4 of this report highlights the risks to the health of residents caused by the significant air quality problems that are currently experienced on Euston Road, in particular relating to respiratory problems.

3.7 Educational attainment

3.7.1 Educational attainment across the study area is lower than the borough average, with a higher proportion or people with no qualifications (18.2% around Euston compared with 12.7 across Camden), and a lower proportion of people with level 4 qualifications and above (33.9% around Euston compared with 50.5% across Camden).

3.7.2 There are significant differences in educational attainment around the Euston area at a ward level. Educational attainment is lower in St Pancras and Somers Town ward and Regent's Park wards than in Camden generally. St Pancras and Somers Town has a significantly higher proportion of people with no formal qualifications compared to the borough, London and national averages. Conversely, Bloomsbury ward has much higher proportions of people with higher levels of educational attainment.

Table 2.10 Educational attainment

	St Pancras and Somers Town	**Regent's Park ward**	**Bloomsbury ward**	**Camden (London Borough)**	**London**	**England**

Table 2.10 Educational attainment						
People aged 16-74 with no formal qualifications	22.7	17.5	7.8	12.7	17.6	22.5
People aged 16-74 with: Highest qualification attained level 1	11.1	8.5	4.5	6.8	10.7	13.3
People aged 16-74 with: Highest qualification attained level 2	10.2	8.2	5.6	7.8	11.8	15.2
People aged 16-74 with: Highest qualification attained - apprenticeship	1.1	0.9	0.5	0.8	1.6	3.6
People aged 16-74 with: Highest qualification attained level 3	15.1	19.2	25.0	12.1	10.5	12.4
People aged 16-74 with: Highest qualification attained level 4 / 5	29.5	36.1	46.5	50.5	37.7	27.4
People aged 16-74 with: Other qualifications / level unknown	10.3	9.5	10.1	9.2	10	5.7

Source: 2011 Census

3.7.3 The higher level of educational attainment in Regent's Park and (in particular) Bloomsbury are potentially partly a reflection of the presence of halls of residence and student accommodation for nearby universities and institutions such as University college London and University College London Hospitals.

3.7.4 There are 4,250 full-time students aged 18-74 in the study area, representing around 21% of the population (2011 census). By comparison, 13.6% of the population across Camden as a whole fit within this category. The comparatively high proportion of students in the study area is likely to be explained in part by its Central London location and proximity to the Bloomsbury university quarter.

4. HOUSING

Key issues

- There is significant need for new housing in Camden, especially for affordable homes
- Housing is therefore the priority land use in Camden's planning policies, which also seek to ensure that half of Camden's borough wide target for new homes is provided as affordable housing
- The Euston area has a very high proportion of social housing (and a low proportion of private ownership) compared to the Camden average
- At least 216 (mainly affordable) homes would be lost as a result of HS2. The Euston Area Plan needs to plan how these homes could be re-provided in the Euston area

4.1 Housing need in Camden

4.1.1 Camden faces pressing challenges in relation to housing need. The 2008 Housing Needs Survey Update for Camden (Fordham Research) estimated that there were 5,951 existing households that could not afford market housing and were living in unsuitable housing (and required a move to alternative accommodation). Of these, 4,698 (79%) were in social rented accommodation, whilst 1,062 (18%) were in private rented accommodation. In addition, 808 homeless households were considered as in housing need.

4.1.2 The Survey Update took into account current gross housing need; annual future need (newly arising need from new household formation and existing households who will fall into housing need); total affordable housing stock available to meet needs (affordable dwellings occupied by households in need, surplus stock and committed supply of new affordable units); and the future annual supply of affordable housing units (supply of re-lets from Council-owned and RSL housing and intermediate units estimated to be available per annum for re-sale or re-let. The survey found:

- A total gross annual need of 6,828
- A total gross annual supply 2,041
- Total net annual borough wide housing need: 4,787

4.1.3 It is estimated that there are currently more than 25,000 people on Camden's housing waiting list (known as the housing register). The number of households on the list has increased by over 60% in the last five years, and equates to one in four households in the borough. Across Camden's affordable housing stock, on average only 1,100 homes become available each year, out of the total 34,000 homes available to house people.

4.1.4 The Camden housing waiting list register is growing by around 3,000 households every year, meaning that many of the people who apply are very unlikely to get a home and even those with high need often have to wait several years to get a home.

4.2 Housing policy and delivery

Housing delivery

4.2.1 Under the NPPF, Local Plans should seek to meet needs for market and affordable housing. Local authorities should identify and annually update a supply of specific deliverable sites to provide 5 years worth of housing requirements, with a 5% buffer to ensure choice and competition. A supply of developable sites or broad locations for growth should be identified for years 6-10 and, where possible, years 11-15.

4.2.2 The NPPF promotes the provision of a mix of housing to meet needs. Local plans should identify the size, type, tenure and range of housing required in particular locations, reflecting local demand.

4.2.3 The London Plan annual housing target for Camden for 2011 to 2021 is 665 (including 500 self contained and 165 non-self contained). The London Plan allocates at least 1,000 homes to be provided in the Euston Opportunity Area, whilst the Camden Core strategy allocates at least 1,500 homes to the Euston growth area.

4.2.4 Because of the significant need and demand for new homes in Camden (see also section 4.1 above); housing is identified as the priority land use for the borough in Camden's Core Strategy. Camden's policies therefore promote the delivery of new housing, and seek to resist development that would involve the loss of housing.

4.2.5 Mixed use development is promoted both in the London Plan and Camden's Development Policies, and plays an important part in ensuring that housing is provided in Camden to meet needs and demand. Under Camden Development Policy DP1, up to 50% of additional floorspace should be housing in developments in the Central London area involving more than 200 sq m (gross) additional floorspace.

4.2.6 During 2011/12, there was a net increase of only 94 homes (371 additional self contained homes and a loss of 277 non self-contained homes) in Camden, significantly short of the annual housing target for the borough. However, the loss of accommodation was mainly due to the modernisation of the Arlington House hostel which was unfit for its intended purpose. In 2010/11, Camden exceeded its London Plan housing delivery target by providing 539 self contained homes and 146 non self contained dwellings (Camden Annual Monitoring Report 2010/11).

4.2.7 Camden is still on target to meet its medium and long term housing supply targets. Camden's projected five year supply (2013/14 – 2017/18) of deliverable sites for housing amounts to 6,698 homes (or 1,339 homes per annum). This significantly exceeds the annual target of 665 homes. The average annual delivery of *self-contained* homes over the next five years (2013/14 to 2017/18), is estimated to be around 855 net additional homes per year, also well above the annual target for the borough.

Affordable housing

4.2.8 The London Plan seeks to maximise affordable housing provision and to ensure an average of at least 13,200 more affordable homes per year in

London over the term of the Plan. Camden Core Strategy policy CS6 seeks to ensure that 50% of Camden's borough wide target for new homes is provided as affordable housing.

4.2.9 In order to ensure the viability of housing (including affordable housing) on smaller sites, Camden Development Policy DP2 introduces a sliding scale for the provision of affordable housing as part of new development, from 10% for developments with capacity for 10 or more dwellings to 50% for developments with capacity for 50 dwellings or more.

4.2.10 In 2011/12, 125 affordable homes were completed in Camden, around 26% of all proposed homes (gross) in the borough (Camden Annual Monitoring Report 2010/11). Larger development sites are crucial to the delivery of affordable homes in Camden: 97% of affordable homes completed were in schemes of 10 dwellings or more. Indeed, 39% of completed dwellings from schemes proposing at least 10 homes were affordable.

4.2.11 London Plan policy 3.1 sets out a London-wide aim that 60% of the affordable housing provision should be for social rent and 40% for intermediate rent or sale. This tenure split is also sought under Camden Core Strategy policy CS6.

Size of housing units

4.2.12 Camden's approach to the size of residential units, including Camden's dwelling size priorities, are set out under Camden Development Policy DP5.

- Overall, Camden seeks the provision of a mix of unit types. 35% of all dwellings completed in 2011/12 were one bedroom dwellings, 36% two bedrooms and 25% three or more bedrooms. This indicates a reasonable spread of unit sizes overall.
- *Social rented housing:* Homes of three and four or more bedrooms are high and very high priorities respectively. According to the Camden Annual Monitoring Report 2011/12, 34% of affordable completions in 2011/12 provided 3 or more bedroom units
- *Market housing:* Two bedroom properties are a very high priority, with three bedroom and four or more bedroom homes a medium priority. 38% of all market housing completed in 2010/11 contained two bedrooms

Housing standards

4.2.13 Camden's Planning policies and guidance, the London Plan and the Mayor's Housing Supplementary Planning *Guidance* (2012) highlight the importance of the design and quality of homes and the provision of facilities. The London Plan sets out minimum space standards for new development, whilst the Mayor's guidance includes a range of detailed guidance for new homes, including dedicated storage space for cycles and private open space standards. The Camden Planning Guidance supplementary planning document sets out a range of guidance in relation to housing standards, including the amenity of adjoining and future occupiers, and open space provision.

4.3 Housing in the Euston area

4.3.1 The vast majority (92%) of housing in the study area takes the form of flats, maisonettes or apartments, with just 8% of homes being whole houses.

Table 3.4 Housing types

		Euston area	Euston area %	Camden %
House type	**Whole house or bungalow**	676	7.8%	14.8%
	Flat, maisonette or apartment	8,025	92.1%	85.2%

4.3.2 There is a significantly higher proportion of households living in social rented accommodation compared to the rest of Camden. Over 52% of housing in the study area is in the form of social rented accommodation (32.8% from the Council and 19.5% housing association/ registered social landlord), compared to a borough average of 33%.

4.3.3 At the same time, the proportion of housing that is owner occupied also significantly below borough average at around 19% compared to 33% across borough as a whole.

Table 4.2 Housing tenures

	Euston area	Euston area %	Camden %
Owner occupied	1,513	18.6%	32.9%
Private landlord or letting agency	2,219	27.3%	32.2%
Council (local authority)	2,670	32.8%	23.0%
Housing Association/Registered Social Landlord	1,587	19.5%	10.1%
Living rent free	180	1.8%	1.8%
Total	7,673	100%	100%

4.3.4 The population density of St Pancras and Somers Town ward (98.7 people per hectare) is slightly lower than the borough average of 101.1 people per hectare. Regents Park ward is similar to the borough average at 100.2 people per hectare.

Table 4.3 Population density

	St Pancras and Somers Town Ward	Regents Park Ward	Camden	London
Density (Number of Persons per Hectare)	98.7	100.2	101.1	52

Source: 2011 Census

4.4 Housing to be lost as a result of HS2

4.4.1 Camden Council estimates that approximately 216 homes are located within the footprint of the proposed expanded Euston Station and tracks, and would therefore be lost as a result of HS2. Details of the residential properties Camden understands are likely to be required are set out in Table 1 below.

Table 4.4 Residential buildings required should HS2 proceed					
Block Name	Council owned building?	Tenure			Total Dwellings
		Social rented	Lease	Unknown	
1-39 Ainsdale (cons)	Yes	22	17		39
1-67 Silverdale (cons)	Yes	57	12		69
1-60 Eskdale (cons)	Yes	49	11		60
14-15 Melton Street (Flats A-C)	Yes	0	3		3
59 Cobourg Street (Flats A-C)	Yes	2	1		3
61 Cobourg Street (Flats A-C)	Yes	2	1		3
65 Cobourg Street (Flats A-B)	Yes	1	1		2
67 Cobourg Street (Flats A-C)	Yes	3	0		3
3 Cobourg Street	No			7	7
58-64 Euston Street	No			4	4
Stalbridge House, Hampstead Rd	No			20	20
Granby Street	No			3	3
Total affordable units		**136**			
Total leased units			**46**		
Total unknown tenure				**34**	
Total units					**216**

(London Borough of Camden updated July 2013)

4.4.2 The London Borough of Camden has also indicated (in its July 2011 formal response to the government regarding HS2) that an additional 264 dwellings could also potentially be at risk as a result of HS2, due to their close proximity to the expanded station and track.

Table 4.5 Residential buildings immediately adjacent to the proposed expanded Euston station that may be rendered unfit for residential habitation					
Block Name	Council owned building?	Tenure			Total Dwellings
		Social rented	Lease	Unknown	
1-60 Langdale (cons)	Yes	53	7		60
1-67 Cartmel (cons)	Yes	54	15		69
1-24 Coniston (cons)	Yes	11	13		24
50-68 Cobourg St (Even)/94-100 Drummond	Yes	4	6		10
40-48 Cobourg St (Even)/21-35 Starcross	Yes	13	7		20
77-99 Euston Street	No			1	1

Table 4.5 Residential buildings immediately adjacent to the proposed expanded Euston station that may be rendered unfit for residential habitation					
Block Name	Council owned building?	Tenure			Total Dwellings
		Social rented	Lease	Unknown	
Gillfoot (Ampthill Estate)	Yes	70	10		80
Total affordable units		**205**			
Total private units			**58**		
Total unknown tenure				**1**	
Total units					**264**

(London Borough of Camden response to the Government's proposals for HS2, July 2011)

4.4.3 Because of the potential impacts of HS2 on nearby buildings, Camden Council has indicated that close to 480 dwellings could be at risk as a result of the scheme, depending on the extent of wider impacts on neighbouring buildings. The Euston Area Plan has a significant role to play in providing a planning framework to include replacement homes in the local area.

4.5 Student housing

4.5.1 Given the demand for student housing in Central and inner London, and the proximity of Euston to the university quarter at Euston, it is likely that that the provision of student housing could form part of the overall mix of uses provided at Euston. However, this demand would need to be balanced a range of other considerations including:

- the emphasis placed in the Camden Core Strategy on meeting Camden's target for self contained homes and the priority placed on delivery of affordable housing;
- the emphasis in the London Plan and Camden Core Strategy as a location for employment/ jobs growth.
- the need to avoid creating an imbalance between students and others living locally. Whilst student accommodation can contribute to the vibrancy of an area, students in large numbers can negatively affect the amenity of other residents due to their social needs, the unique nature of activity associated with student life and the demand placed on facilities and services.

4.5.2 Camden's annual London Plan housing target (665 units) allows for a quarter of the borough's housing target to be provided as student housing. It seeks:

- 500 conventional self-contained homes (75% of total annual housing target) per year in the borough; and
- 165 non self-contained homes per year (25% of total annual housing target).

4.5.3 The outline planning permission for nearby King's Cross development includes provision for 2,350 residential units, of which 1,700 should be permanent residential units, along with 650 student housing units. Student housing therefore accounts for around 27% of the overall housing units provided at King's Cross Central, which is similar to the proportion sought in the London Plan for the borough as a whole.

4.5.4 Taking into account the priority on meeting housing targets and provision of affordable housing, the housing proportions set out in the London Plan housing target for Camden, and the need to ensure an appropriate balance between self-contained and non-self contained housing, it is considered that the provision of up to around 25% of overall housing development at Euston as student housing would be appropriate.

4.6 Provision for travellers

4.6.1 The government published the Planning Policy for Travellers Sites in March 2012. It states that Councils should assess need, work collaboratively to identify land for sites, and plan for sites over a reasonable timescale. The London Plan 2011 devolves planning for gypsies, travellers and travelling show-people to the boroughs. Boroughs are required to work with the Mayor, neighbouring boroughs and local communities to ensure that accommodation needs are identified and addressed.

4.6.2 Camden has commissioned a study of traveller needs, which is currently being carried out and will help to inform the approach taken to the location and form of sites for additional provision in the borough. It is intended that traveller needs in Camden will be met through this separate piece of work. In the meantime, an assessment has been carried out regarding the potential of the sites identified in this Euston Area Plan, in order to asses their potential suitability for Gypsy and Traveller provision. This is provided in appendix 9 to this Background Report.

5. ECONOMY AND EMPLOYMENT

Key issues

- National and London-wide policy places a strong emphasis on economic growth, with a particular focus on the knowledge economy
- A number of significant knowledge based economic clusters surround Euston, including the creative industries and the knowledge economy
- The Transport and storage and Professional, scientific and technical sectors are the largest employment sectors in the study area
- The Economic Visioning Report for Euston (by GVA, 2013) highlights its potential role as a focus for an innovation cluster potentially focusing on creative industries and the life sciences
- The Report also highlights the importance of creating a characterful, attractive place with a mix of uses in order to generate the most economic value and opportunities for Euston
- It is important to ensure that local people are enabled to take advantage of potential future employment opportunities at Euston. This could be achieved in part through the use of focused training and apprenticeships

5.0.1 Section 2 of this Background Report set out deprivation and unemployment issues that affect the study area. This Section sets out strategic economic issues for Euston, including existing economic clusters in the area and current research that has identified opportunities for future economic uses in the Euston area.

5.1 Key economic clusters

5.1.1 There are a number of existing economic clusters in the Euston area that could be drivers for economic growth. Key neighbours (which are identified in the economic visioning report by GVA (July 2013) produced for the Euston Area Plan) include:

- University College London (UCL) to the south of Euston Road, one of the top 20 universities in the world, with a mission to both grow and become a global leader in open enterprise and innovation;
- High profile medical and research institutions, including the Wellcome Trust, the Francis Crick Institute and University College London Hospital, also located to the south;
- An knowledge economy cluster in Bloomsbury to the south encompassing digital, media, advertising, publishing, engineering and architecture firms;
- The emerging King's Cross Central development to the east which is leading the transformation of the King's Cross area, and has secured employment investment from companies as varied as BNP Paribas and Google for major office operations;
- Camden Town to the north, an established hub for creative industries, distinctive shopping, an internationally known market and a night time entertainment destination;
- Successful commercial office developments to the west, including the Regent's Place.

5.2 Key existing employment sectors in the Euston area

5.2.1 Within the study area itself, transport and storage is the most significant employer, reflecting the location of Euston Station (including tube and bus station as well as rail

services) and Euston Square underground station. In addition, major transport providers also have offices in the study area.

5.2.2 The professional, scientific and technical services sector is also a significant employer, with a significantly higher proportion of jobs in this field than the national average.

5.2.3 Comparatively fewer people are employed in health, retail, education and business administration and support services.

Table 5.1 Jobs by sector: 2010 Employment

	Euston Area Plan	Euston Area Plan	Camden	Great Britain
Transport & storage (inc postal)	12,500	*29%*	*6%*	*4%*
Professional, scientific & technical	7,700	*18%*	*23%*	*7%*
Accommodation & food services	3,900	*9%*	*8%*	*7%*
Information & communication	3,800	*9%*	*11%*	*4%*
Public administration & defence	3,000	*7%*	*4%*	*5%*
Arts, entertainment, recreation & other services	2,500	*6%*	*7%*	*5%*
Financial & insurance	2,200	*5%*	*3%*	*4%*
Health	1,800	*4%*	*7%*	*13%*
Retail	1,400	*3%*	*6%*	*10%*
Education	1,400	*3%*	*7%*	*9%*
Business administration & support services	1,300	*3%*	*9%*	*8%*
Other	1900	5%	9%	25%
Total	**43,400**	***100%***	***99%***	***100%***

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5.3 Planning policies relating to the economy and employment

5.3.1 The NPPF states that significant weight should be placed on the need to support economic growth through the planning system. Policies should seek to address barriers to investment, including a poor environment and any lack of infrastructure, services or housing. It promotes positive planning for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries, of which there are already significant concentrations around the Euston area.

5.3.2 Table 1.1 of the London Plan sets out the following employment projections for Camden (2007-2031)

- 2007: 290,000
- 2011: 307,000
- 2016: 326,000
- 2021 :340,000
- 2026: 350,000
- 2031: 361,000
- growth 2007- 2031: 24.5%

5.3.3 Camden Core Strategy policy CS8 promotes the provision of in the range of 70,000 sq m of office provision at Euston.

5.3.4 The London Plan sets out a number of strategic priorities for the Central Activities Zone (policy 2.10), including enhancing and promoting the unique international, national and London - wide roles of the Central Activities Zone whilst taking into account the attractions of local neighbourhoods. Policy 4.1 states that the Mayor will work with partners to support and promote the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity.

5.3.5 Policy 4.10 (new and emerging economic sectors) of the London Plan states that "The Mayor will, and boroughs and other relevant agencies and stakeholders should:

a) support innovation and research, including strong promotion of London as a research location and encourage the application of the products of research in the capital's economic development
b) give strong support for London's higher and further education institutions and their development, recognising their needs for accommodation and the special status of the parts of London where they are located, particularly the Bloomsbury/Euston and Strand university precincts
c) work with businesses and, where appropriate, higher education institutions and other relevant research and innovation agencies to ensure availability of workspaces
d) support the development of green enterprise districts such as that proposed in the Thames Gateway
e) promote clusters of research and innovation as focal points for research and collaboration between businesses, HEIs, other relevant research and innovation agencies and industry.

5.3.6 This policy is potentially very relevant to the future development of Euston.

5.3.7 Camden's Core Strategy recognises and encourages the concentrations of creative and cultural businesses in the borough (policy CS8). As part of achieving a successful Central London, policy CS9 seeks to "support the location and concentration of medical, educational, cultural and research institutions within Central London".

5.3.8 In relation to office provision, London Plan policy 4.2 states that local development frameworks should "work with sub-regional partners to develop co-ordinated, phased strategies to manage long term, structural changes in the office market, focusing new capacity where there is strategic as well as local evidence of demand, encouraging renewal and modernisation in viable locations and supporting changes of surplus office space to other uses"

5.3.9 Existing employment sites in Camden are generally protected under Camden Core Strategy policy CS8 and Development Policy DP13.

5.4 Future economic growth in the Euston area

5.4.1 One of the draft objectives that were consulted on in the November 2012 issues consultation was:

5. Providing jobs and boosting the local economy: 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 or creative industries, and secure significant new job and training opportunities for local people and specialists.

5.4.2 The Economic Visioning Report for Euston (GVA Consultants, July 2013) brings together an assessment of the surrounding physical context, policy and economic drivers and the potential opportunities created by redevelopment in the area (in particular the Euston Station site) to set out the opportunities for economic activities and growth at Euston, whether or not HS2 proceeds. The Report notes that Euston Area is a city district with city of local, national and international significance. The opportunity for jobs and productivity growth at Euston is potentially outstanding. A coordinated response could provide the basis for a once in a generation step-change in the area, while completing another component in advancing London's role as a global centre of commerce and knowledge.

Office market

5.4.3 The Visioning Report provides an assessment of Central London commercial investment activity and prospects, identifying key market drivers in London, forecast growth sectors, recent performance, competitors for future office occupiers and the strengths and opportunities for future demand in Euston.

5.4.4 Euston is located at the edge of the core London office market. The report notes that Euston's location, coupled with its unrivalled public transport connections, provides an environment that encourages new commercial office development.

5.4.5 The Report identifies a strong future role for Euston "as a natural extension of West End market". This assessment is based on the following factors:

- The ongoing 'migration' of occupiers out of the core Mayfair area as rents increase and other uses secure floorspace;
- The success of King's Cross & Regent's Place in securing significant, high profile occupiers (including significant pre-lets);
- The value proposition, offering an unrivalled location with values below the core West End market whilst still sufficient to support development; and
- The area's connectivity, both to the rest of London and regional economic hubs such as Birmingham.

5.4.6 The Visioning Report also highlights the importance of creating a sense of place, with a vibrant mix of uses and high quality design in creating value and opportunities at Euston and notes that the most recent market experience suggests that the key to maximising the opportunity for commercial offices in Euston will be the creation of a unique identity and vibrancy for the development. Occupier priorities have changed significantly with large corporates seeking to locate in areas with their own character rather than within more 'standard' business park type environments.

The report highlights the success of King's Cross which is linked to the early stage animation provided by Central St Martin's alongside the wider amenity provision being made by both the residential elements of the development proposals and the redevelopment of Kings Cross and St Pancras stations. Anecdotal evidence suggests that previous major developments such as Regents Place and Paddington that do not benefit from this positive contribution from other uses have seen rates of demand slow as occupiers begin to view them as comparatively sterile environments, particularly outside of core office hours and at weekends.

The implications of these changing market dynamics on development and land use will be for Euston to deliver a truly integrated mixed use proposition which capitalises on the office potential and brings it forward in line with any institutional, innovation,

residential and retail opportunities. This will maximise the appeal and competitive position of the Euston opportunity to both occupiers and developers.

5.4.7 The Report concludes that the central London location, walking and public transport links mean that a range of commercial office occupiers of various scales and types would be attracted to Euston. The report reiterates the importance of "setting commercial offices within a mixed use context, with a range of other types of occupiers supporting 18 hour and seven day a week activity and an active street and public realm environment".

Knowledge economy

5.4.8 The Visioning Report addresses how the Euston area could the potential to create a leading edge hub for innovation, research and knowledge, contributing to the achievement of the eocnomic aims of Objective 5 (see paragraph 5.4.1 above)

5.4.9 The Report emphasises that an economic vision for Euston should not be overly prescriptive in setting out proposals for the knowledge economy and potential innovative uses, as such clusters grow organically rather than being artificially planned.

5.4.10 The Report assesses the wider and local knowledge economy context in terms of scientific uses (including the proximity of University college Hospital London Hospital, the Wellcome Trust and the Francis Crick institute) and the creative industries (including nearby Camden Town, the University of the Arts, University College London and the British Library), and considers the role of Euston within this context.

5.4.11 Paragraphs 3.49 – 3.54 of the Visioning Report note that:

"Euston's value proposition as a strategic location and centre for the Knowledge Sector stems from its location in London, a concentration of world class institutions and knowledge assets and a highly accessible location that will become even more accessible in the future. There is also a strongly represented wider ecology of businesses and service providers in aligned sector in the immediate area.

This provides a comparative locational advantage for a key group of business sectors with dynamic growth potential.

This scale of economic opportunity is a result of global and national market trends which have seen rapid growth in the demand for knowledge in the life science, technology, digital and creative sectors. Euston's role as an innovation hub is directly aligned with forecast market trends.

This global trend context is reflected by current policy at UK and London level designed to stimulate and encourage economic growth in these sectors. Euston's role as an innovation hub would respond directly to these policy drivers. Public investment in HS2 provides the potential for capital alignment with this policy direction.

At the local level Euston has a strong sense of place with several distinct areas providing a diverse mix of 'business neighbourhoods' such as Camden High Street, Bloomsbury, Fitzrovia. Furthermore the area has developed a unique cultural identity associated with a vibrant ethnic restaurant offer (Drummond Street) and a cluster of well know charities, corporate HQ's and publishing firms. Experience from around the world suggests that this sense of place and cultural identity has an economic value,

making the area attractive to knowledge workers, who want to work but also spend time in the area and access its leisure and cultural assets.

In combination, these factors mean that the prospects for establishing an innovation hub at Euston area strong."

5.4.12 The Report states that an innovation hub could take a variety of forms, from a single hub building or facility to a campus or part of a mixed use neighbourhood. Such a hub could provide a variety of potential components including lab space, incubator space and collaboration/ meeting space

5.4.13 In paragrahs 7.5 and 7.6 the Report concludes:

"There is significant potential for Euston to host a knowledge economy 'Innovation Hub'. There is strong institutional and private sector interest in this concept. Innovation Hub components can include: digital, media, telecoms, life sciences, public health, research, teaching and administration. In addition to small business spaces facilities can include incubation; accelerator; follow-on; product demonstration and remote and virtual meeting spaces. A dynamic university sector responding to countervailing centralisation and decentralisation trends could play a significant role.

In addition to this diverse range of smaller uses, there is the potential to host a large institutional move that could incorporate teaching, research and, or, treatment facilities."

5.4.14 In December 2013 the Government published its revised National Infrastructure Plan. Science and innovation are now included in the Plan, recognising its importance in future economic growth and the Government's intention to support the growth of such uses:

"the government increasingly sees science, research and innovation as a core element of our overall infrastructure strategy, recognising that our ability to drive and embrace change will be crucial to our ability to compete successfully on a global stage. For that reason, this National Infrastructure Plan 2013 brings investments related to science and innovation into its list of its Top 40 priority investments for the first time" (paragraph 1.4)

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"Science and innovation are at the heart of the government strategy for promoting prosperity, growth and social wellbeing. The government is committed to ensuring that the UK is a world leader in research, technology development and innovation, and wants to make the UK the best place in the world to run an innovative business or service. By doing so, it seeks to ensure that UK businesses play a leading role in the global economy and that UK citizens benefit from new technologies, products and services." (paragraph 3.131).

5.4.15 The Francis Crick Institute, just east of Euston is specifically mentioned as a nationally important infrastructure scheme. A number of related, nationally important science/ innovation organisations and centres noted in the Plan have direct transport connections with King's Cross and Euston (e.g. Cambridge, Sheffield, Nottingham and Manchester).

.....

Local skills and employment

5.4.16 The Visioning Report highlights the extremes of wealth and poverty within Camden. As set out in Section 3 above, poverty and unemployment are signifiant issues in the Euston area, there are also inequalities in relation to educational attainment, creating barriers to potential economic opportunities for some. The visioning Report therefore sets out recommendations regarding the development of local skills and employment.

5.4.17 The Report sets out how job brokerage and apprenticeships could be used to include the disadvantaged in opportunities within the the life sciences and creative industries. There are also opportunities to develop existing wiork in relat8on to construction skills, which is being developed through the construction Skills Centres at King's Cross Central.

5.4.18 The Report highlights the potential role of institutions and businesses that might come to Euston, and the emerging Knowledge Quarter initiative, in taking forward local skills and employment.

6. TOWN CENTRES AND RETAIL

Key issues

- The study area contains a number of centres, including King's Cross/ Euston Road Central London Frontage and Drummond Street and Eversholt Street neighbourhood centres
- Core Strategy Policy CS7 promotes in the range of 20-30,000 sq m of additional retail at Euston and Camden Town, with the majority expected to be located at Euston
- A revised emerging Camden retail study (GVA for LB Camden, May 2013) indicates there could be the potential for Euston to accommodate a net increase of between 1,500 and 16,500 square metres of retail and food and drink uses (use classes A1-A5), around half of which would be retail
- Drummond Street is a vibrant neighbourhood centre, but could be significantly affected by the arrival of HS2
- Eversholt Street and Chalton Street neighbourhood centres (south and north) are currently performing relatively poorly. Whilst creating potential issues in the short to medium term, the redevelopment of Euston Station may offer the opportunity to enhance their vibrancy and vitality over the longer term

This section is to be edited and finalised upon receipt of the retail assessment for the updated retail needs survey for the borough, which is currently being produced by consultants. The content below sets out some existing context that will be included within this section.

6.1 Existing planning policy relating to town centres and retail

6.1.1 National, London-wide and local planning policy all seek to protect and promote the vitality and viability of retail centres.

6.1.2 The NPPF states that plans should set out polices for the management and growth of centres, and that policies should support the viability and vitality of centres. In order to help achieve this, a sequential approach should be taken to the location of town centre uses, favouring first town centre and then edge of centre locations.

6.1.3 The NPPF states that impact assessments should be carried out on large out of centre development that is not in accordance with an up-to-date plan, to consider impacts on existing centres. Local plans are also encouraged to retain and enhance existing markets.

6.1.4 Camden's policy Core Strategy (policy CS7) and Development Policies (policies DP10-DP12) provide borough-wide policies that seek to protect and promote small and independent shops, and to manage the potential impacts of food, drink and entertainment uses on local amenity and vibrancy and vitality of centres.

Designated centres within the study area

6.1.5 Camden's retail centres are designated in the London Plan and in the Camden Core Strategy/ proposals map. The following designated centres are within the Euston Area Plan boundary:

- King's Cross/ Euston Road Central London Frontage (part)
- Eversholt Street; Chalton Street; Drummond Street; and Albany Street/ Robert Street neighbourhood centres.

6.1.6 Two significant retail centres are located close to the Plan area at Tottenham Court Road (Central London Frontage to the south west) and Camden Town (Major Centre to the north).

Retail growth

6.1.7 Core Strategy Policy CS7 promotes in the range of 20-30,000 sq m of additional retail at Euston and Camden Town, with the majority expected to be located at Euston. This additional retail is expected to meet demand from people travelling through the station, as well as serving a local catchment. The Core Strategy also sets out specific planning objectives for each centre, including Camden Town Centre and King's Cross/ Euston Road Central London Frontage (CLF). It allows for additional food, drink and entertainment uses in the western part of the King's Cross/ Euston Road CLF provided they do not undermine the area's retail function and mix of uses in the area, in line with the guidance set out in Camden's Revised Planning Guidance for Central London SPD.

6.1.8 Core Strategy policy CS7 states that the sequential test will be applied to support Camden's network of centres that comprises town centres, central London frontages, specialist shopping areas and neighbourhood centres (in addition to limited provision outside centres to meet local needs), in addition to the designated growth areas where significant retail growth is allocated.

6.1.9 An emerging revised Camden retail study (GVA 2013) indicates that there may be additional retail need in the years following the expiry of the current Core Strategy in 2024/25. However, it has not yet been established where the additional retail requirement will be distributed in the borough.

6.1.10 The accompanying retail assessment for Euston (Economic Vision report, GVA, July 2013) also indicates that there could be the potential for the Euston area to accommodate a net increase of between 1,500 and 16,500 square metres of retail and food and drink uses (use classes A1-A5, including around 8,000 sqm additional A1. Its analysis indicates that a scheme such as this would be likely to function more like a new District Centre (being of a similar scale to the level of A1 comparison retail provision in Hampstead and West Hampstead) and would divert spend from established nearby town centres, in particular Kentish Town. A greater quantum would only serve to reinforce a change in the current role and function of Euston and could potentially create a 'shopping destination' in its own right which would increase direct competition with existing centres.

6.1.11 On the basis of its findings in respect of the impact of up to 16,500 additional retail provision (which along with the re-provision of the existing 3,500 sq m retail at the station would provide 20,000 sqm gross retail floorspace) the GVA retail assessment for Euston suggests this figure is treated by the Council as the 'tipping point' above which additional retail floorspace at Euston could begin to significantly change the current role and function of the area and potentially lead to a more significant impact on existing centres. However the assessment does not preclude proposals from coming forward for a greater level of retail floorspace, but highlights the need to thoroughly test potential impacts on other centres.

Policy and guidance for centres in the Euston area

6.1.12 Centre specific planning objectives for Euston Road/ King's Cross include support of additional food, drink and entertainment uses in the western part of the King's Cross/

Euston Road CLF provided they do not undermine the area's retail function and mix of uses in the area.

6.1.13 General guidance is also provided regarding neighbourhood centres, which indicates that schemes that would result in less than half of ground floor premises being in retail use will not be supported.

6.1.14 Camden's guidance for food, drink and entertainment, specialist and retail uses in the Central London area (Section 4 of Camden Planning Guidance CPG5, September 2013) provides advice on how Camden's planning policies will be applied in relation to proposals for food, drink and entertainment uses as well as retail and specialist uses in the Central London area. It also sets out the following guidance for centres in the Euston area:

- **King's Cross Road/ Euston Road Central London Frontage:** Allows for development for food, drink and entertainment uses to a maximum of 50% of each individual frontage. Encourages the introduction of active uses at ground floor level where there is currently no ground floor activity
- **Chalton Street neighbourhood centre:** notes the high number of non-town centre uses, with little less than one third of premises in retail and higher than average vacancy rates. Breaks in continuity exist due to change of use to office or residential. Guidance seeks to maintain 50% of ground floor premises as A1 retail uses, and seeks to manage food, drink and entertainment (fde) uses by restricting their size to no more than 100sqm, preventing more that 25% of units being in fde use, and seeking to prevent more than two consecutive fde uses.
- **Drummond Street neighbourhood centre:** notes the specialist concentration of ethnic Asian (particularly South Indian) shops and restaurants, which contribute significantly to the character of this area and to the Central London Area generally. Planning permission will not be granted for the further loss of retail premises due to relatively low provision of retail uses currently in the centre (below 50%). Notwithstanding this, guidance allows for a greater proportion of food, drink and entertainment uses than 25% (the usual limit) subject to assessment of impacts, due to the concentration of ethnic Asian shops and restaurants in this centre. The main potential for additional uses lies in conversion of ground floor office units, which do not contribute significantly to the character and function of the centre.
- **Eversholt Street neighbourhood centre:** highlights a relatively low proportion of retail units in the centre (less than half), with more than a quarter of units in food, drink or entertainment use. Also highlights the proximity of the centre to the Government's proposed HS2 proposals. Planning permission will not be granted which results in any further loss of retail uses (already below 50%). There may be some scope for development of additional food and drink uses, subject to an assessment of impacts.

6.1.15 The current planning policy approach to existing centres in Camden generally seeks to retain at least 50% of ground floor premises being in A1 retail use (with higher proportions in designated town centres), in order to maintain an acceptable level of convenience shopping, and to ensure that centres have an overall mix of uses. It also generally seeks to limit the proportion of premises being in food, drink and entertainment uses to 25% of overall premises.

6.1.16 Camden's Core Strategy (in particular policy CS7) and Development Policies (policies DP10, DP11 and DP12) also provide borough-wide policy in relation to the approach taken to town centre uses. These policies place an importance on protecting and promoting small and independent shops (policy DP10), supporting

Camden's markets (policy DP11) and managing the impact of town centre uses (policy DP12).

6.1.17 King's Cross Central includes the provision of 45,925 (GEA) retail provision (use classes A1-A5), which is equivalent to around 6% of total uses on the site. This retail is to be distributed around the site whole site, focused on ground floor frontages of development blocks, with a concentration in the 'coal drops' area. The Section 106 agreement for the development requires that no more than 32,500 sq m GEA of retail provision (around two thirds) should be first occupied for uses within Classes A1 and A2, and no more than 15,000 sq m GEA (around one third) should be first occupied for uses within Classes A3, A4 and A5, unless otherwise approved in writing by the Council.

6.1.18 The retail assessment carried out to inform the production of the Euston Area Plan (GVA 2013) highlights the role of Euston Station in serving station passengers, and suggests a balance of A1 and A2-A5 uses (around 50% each), reflecting the need to maintain a suitable balance of uses and also recognising the important role of food and drink related uses associated with the station. This balance would also reflect the balance of retail uses sought in Camden's planning policy and guidance for other areas in the borough.

6.2 The current performance of centres in the Euston area

6.2.1 Camden's annual retail surveys have identified the following trends in terms of vacancy rates from 2007 to 2012 for the main shopping areas in the study area:

- King's Cross/ Euston Road Central London Frontage: static at 25%. Vacancies are concentrated at two locations on the eastern end of the frontage, outside of the study area at the Lighthouse block, Pentonville Road and 370-380 Gray's Inn Road. Vacancy rates are lower at the Euston end of the frontage;
- Drummond Street neighbourhood centre: up from 1 to 4%;
- Eversholt Street neighbourhood centre: static at 8%;
- Chalton Street neighbourhood centre: up from 3% to 13%. The additional vacancies are on the western side of the street, which are identified in the Revised Planning Guidance for Central London as failing and considered appropriate for changes to alternative (non-retail) uses (see paragraph 6.1.12 above)
- Robert Street/ Albany Street: increased from 4% to 8%.

6.2.2 Whilst the above figures show that vacancy rates in the study area are static or have slightly increased since 2007, vacancy rates generally compare favourably with the national and Camden averages. From 2008-2011 town centre vacancy rates across Great Britain increased from 5% to 14.5%, whilst across Camden, average vacancy rates for neighbourhood centres increased in from 7% to 10%.

6.2.3 As indicated in section 2 of this Background Report, Euston is an identified opportunity area, meaning that it is likely to undergo significant growth and change in the future. This growth and change could provide further opportunities to enhance the function, vibrancy and vitality of the shopping areas in the study area by introducing additional trade through new homes and jobs, and improvements to the public realm, making centres more attractive. In accordance with policy CS7 of the Camden Core strategy and the NPPF (see paragraphs 6.1.3 to 6.1.4), it would need to be ensured that any new retail at Euston should not cause harm to the vitality or viability of other nearby centres, including Drummond Street.

7. HERITAGE

Key issues

- The area has a number of distinct character areas, reflecting the varied nature and heritage of the area
- Parts of the study area are covered by three conservation areas.
- There are over 50 listed buildings and features in the study area as well as five designated London Squares.
- There are also undesignated assets that have historic significance, in particular the Drummond Street area, Chalton Street area, and St James's Gardens
- Other open spaces of historic significance are St James's Gardens and Cumberland Market
- A number of areas in the study are of high historic sensitivity where a greater degree of protection is needed, whilst other areas have low sensitivity
- Whilst historic areas have been lost, there are opportunities to enhance the historic environment, for example by re-creating lost routes and ensuring that redevelopment provides an enhanced setting for existing heritage assets
- HS2 will impact on existing heritage assets in the Euston area, and these impacts should be mitigated where possible.

7.0.1 This Section highlights key heritage issues that are relevant to the Euston area. It has been informed by the Euston Historic Area Assessment (Allies and Morrison Urban Practitioners, June 2013), as well as relevant national guidance and local level policies and designations.

7.1 Planning policy context

7.1.1 The NPPF states that local plans should set out a positive strategy for the conservation and enjoyment of the historic environment. The significance of a heritage asset should affect the degree of weight given to its conservation. LPAs should look for opportunities for new development within conservation areas and within the setting of heritage assets which will enhance or better reveal their significance. English Heritage have also produced a range of guidance documents that set out how policies and development should seek to preserve and enhance heritage assets and their settings, which have been reviewed in the preparation of the plan.

7.1.2 Camden's Core Strategy and Development Policies seek to ensure that development preserves and enhances Camden's heritage assets. Development Policy DP25 sets out how development will be considered in relation to impacts on conservation areas, listed buildings, archaeology and other heritage assets, including London Squares.

7.2 Historic development in the Euston area

7.2.1 Up to the eighteenth century the area was mostly common land and pasture. However, change came rapidly after the 1750s and within less than a century the area had been transformed from open countryside to its present intensely urban form.

7.2.2 Key early developments in the area included ribbon development in the late 1700s along the New Road (now Marylebone and Euston Road) and, more significantly, a speculative development on land thereafter named as Somers Town. Following this, John Nash built a new working class quarter for canal

workers to the east of Regent's Park, which was to connect three linked squares (Cumberland Market, Clarence Gardens and Munster Square) with Paddington Basin. The expansion northwards of the Southampton Estate, including the creation of Euston Square in 1827 was a notable development, and in 1837 the opening of Euston Station had a dramatic impact on the area. In the 20th Century, the construction of social housing first in neo-Georgian 1930s development, and then significant redevelopment linked to bomb damage and slum clearance in what is now the Regent's Park Estate has also had a major impact on the character and urban form of the Euston area.

7.2.3 All of these developments have combined to create a highly varied character in the Euston area. The Euston Historic Area Assessment identifies 14 separate character areas, which are described in detail in the Assessment. Section 7.5 below identifies these areas, and summarises the key management recommendations provided in the Assessment for each area.

7.3 Designated heritage assets in the Euston area

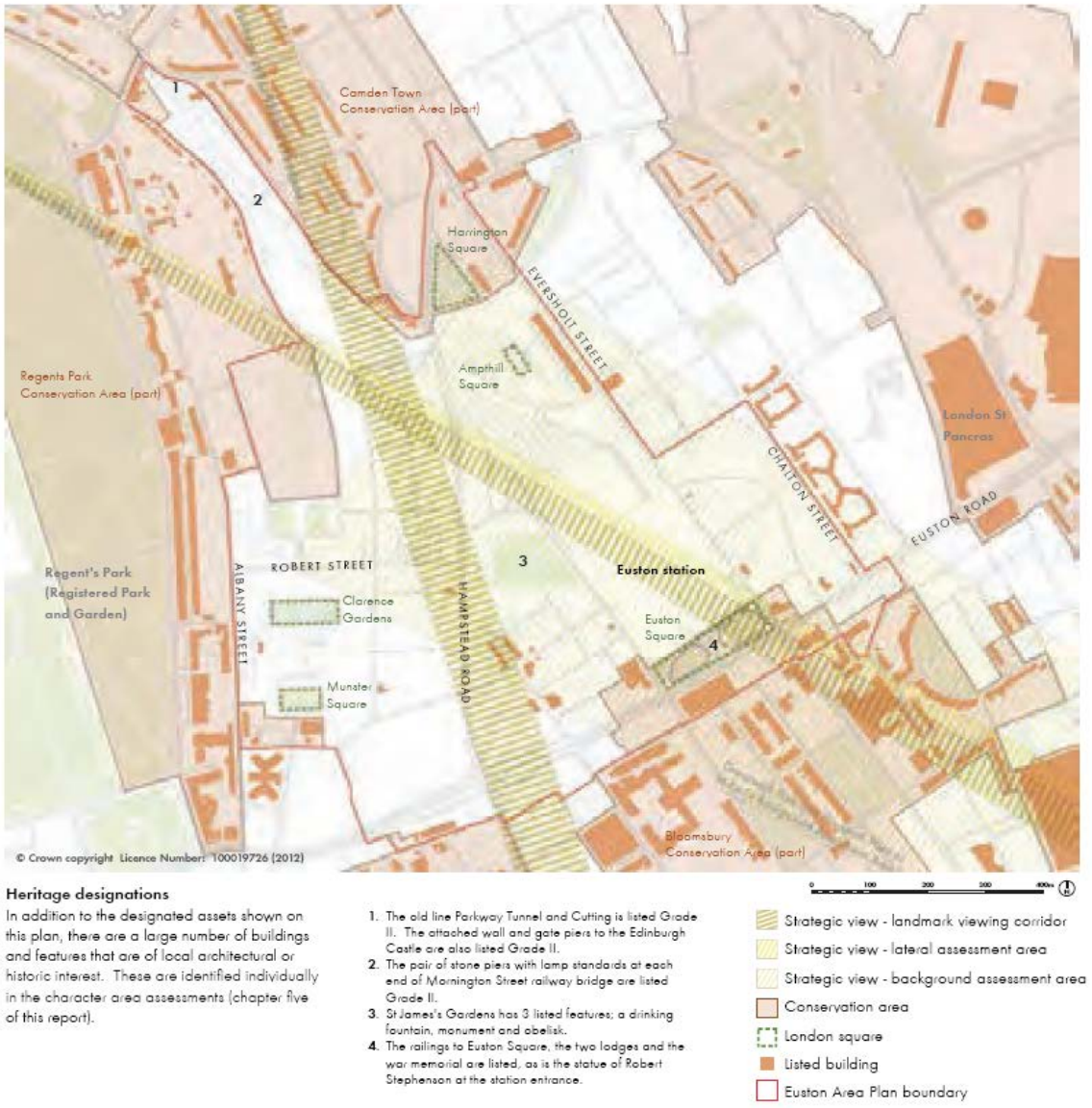
Listed buildings

7.3.1 There are over 50 listed buildings in the study area, which are listed in the appendix to the Euston Historic Area Assessment, and identified in Figure 7.1 below. They are mainly focused in a few key clusters to the north towards Morning Crescent, Park Village East and Parkway; to the west of Euston Station in the Drummond Street/ Hampstead Road area and adjacent to Regent's Park; to the south around Euston Road/ Euston Square Gardens, and in the Churchway area.

7.3.2 All of these buildings are Grade II listed except the following:

- The Church of St Mary Magdalene, Munster Square (Grade: II*)
- Euston Fire Station including boundary walls, gate piers and railings, 172 Euston Road (Grade: II*)
- The Church of St Pancras, Upper Woburn Place (Grade: I)
- 1-9 Melton Street and attached railings (Grade: II*)
- Park Village East (Grade II*, immediately adjacent to study area)

Figure 7.1 Designated Heritage Assets within the Euston Area Plan boundary



Source: Euston Area Plan Historic Area Assessment, AMUP 2013

Conservation areas

7.3.3 There are parts of four conservation areas in the study area: Camden Town, Regents Park, Fitzroy Square and Bloomsbury (see Figure x above). Camden has prepared Conservation area appraisals and management strategies for the conservation areas. These include information regarding buildings that make a positive contribution to, and those that detract from, these conservation areas

7.3.4 The **Regent's Park conservation area appraisal and management strategy 2011** highlights the following key spatial elements:

- the open space of Regent's Park
- the areas enclosed by classical elevations (terraces to the east side of Regent's Park)
- Albany Street, a service street with typically a hard edged austerity

- Park Village West and East, picturesque on a domestic suburban scale
- the secluded canal basin at the north of the conservation area with its footbridge and the spire of St Mark's, seen above its wooded slopes
- the horticultural allotment site within Cumberland Basin, surrounded by
- high quality neo-Georgian pre-war housing blocks of the Cumberland Market Estate, and the barracks site to its north.

7.3.5 It highlights a clear hierarchy of building types in this conservation area that conforms to Nash's grand masterplan.

7.3.6 The Strategy highlights a number of buildings in the study area that make a positive contribution to the conservation area. St George's Cathedral, Redhill Street, is identified as being at risk due to its deteriorating condition. It is to be added to the 2011 version of English Heritage's Heritage at Risk Register

7.3.7 The **Bloomsbury conservation area appraisal and management strategy (April 2011)** identifies the following key heritage assets in Sub Area 1 (Euston Road):

- The Wellcome Institute on the south side and
- Nos.194-200 Euston Road and Nos.1-9 Melton Street (Listed Grade II) form a group of classically-styled Portland stone buildings
- The Greek Revival church of St Pancras (listed grade I) is an important landmark at the junction of Euston Road and Upper Woburn Place
- Euston Square was part of the planned development of the Bloomsbury area. Originally it comprised a large square which was bisected by Euston Road. The remaining northern half of the square lacks a sense of enclosure and identity. The listed Portland stone lodges are the only surviving 19th century buildings in the square, and act as a reminder of the original station. The listed war memorial (dating from 1921) provides a focal element in front of the station.
- Friends' House (grade II listed). The small, formal garden to the east of Friends' House provides an attractive, comparatively peaceful space.

7.3.8 In relation to potential enhancement schemes the strategy states that "*Proposals for the enhancement of the Euston Road corridor should be considered in relation to the desirability of preserving or enhancing elements of streetscape interest, particularly in the vicinity of Euston Square*".

7.3.9 The **Camden Town conservation area appraisal and management strategy (October 2007)** identifies the following:

- Harrington Square has been much altered. It was originally laid out as a planned mid 19th century composition, comprising two terraces overlooking a triangular open space. Part of the east side remains
- 15-24 (cons) Harrington Square (& attached railings) are Grade II listed.
- Crowndale Centre, and 235-277 Eversholt Street are also noted as making a positive contribution to the conservation area.

London Squares

7.3.10 The London Squares Preservation Act 1931 provides statutory protection for specified squares within London. Squares within the study area that are protected under the Act are:

- Ampthill Square
- Harrington Square
- Euston Square Gardens
- Clarence Gardens
- Munster Square

7.3.11 The London Squares in the study area are identified on figure x above.

7.4 Non-designated heritage assets

7.4.1 The Euston Historic Area Assessment highlights a number of locations that are of historic importance that has not been acknowledged through formal designation as heritage assets. A number of positive non-listed buildings are identified in each character area. In November 2013 Camden also consulted on a draft Local List of heritage assets in the borough, which included a number of buildings and other features in the Euston area. The vast majority of these are referred to in the Euston Historic Area Assessment. Key undesignated heritage assets that are identified in the Assessment include the following:

Drummond street

7.4.2 Drummond Street is one of the main survivors of Georgian estate planning. Described as “a surprisingly intact area with a mix of residential and commercial activity the areas has “tight-knit historic urban grain and consistent building heights”. This area is characterised by a grid of Regency terraces, formed by North Gower Street, Euston Street and Drummond Street, laid out after 1820 as an extension to the Southampton Estate in Bloomsbury after 1820.

St James’s Gardens

7.4.3 St James’s Gardens were installed as an overspill burial ground from the Wren church of St James’s Piccadilly, but was closed after the 1850 Burials. St James’s Gardens is now a designated open space, and contains the Grade II listed drinking fountain, monument to the Christie Family and the Obelisk to Baron Southampton. The strong historic interest of the gardens as an eighteenth century burial ground and later Victorian gardens is identified as an important public open space and a positive feature in its own right, as well as the listed structures and monuments themselves.

Positive non-listed buildings on Hampstead Road

7.4.4 The Assessment identifies positive non-listed buildings on Hampstead Road as undesignated heritage assets. This includes the former National Temperance Hospital site, and fragments of the once extensive 19th century residential frontage to Hampstead Road.

Somers Town southern section

7.4.5 Non-designated positive assets in the southern section of Somers Town include:

- Eversholt Street: still a consistent frontage of late Georgian commercial buildings;
- A run of buildings with group value along Chalton Street;
- Curvature of Drummond Crescent sets up interesting sightlines and provides a link to other historic crescents (such as Mornington Crescent);
- Interesting history of social housing, manifested in the early LCC buildings and the interwar blocks by the St Pancras Home Improvement Society.

Cumberland Market

7.4.6 Cumberland Market forms one of three linked market squares planned by John Nash (the other two, Clarence Gardens and Munster Square, are designated London Squares). Despite radical redevelopment in the 1950s the outline of the Cumberland Market can still be traced, and is defined as a positive feature in the Historic Area Assessment. Identified as a historic open space that should be protected where possible.

Railway cutting area

7.4.7 The railway cutting area and its surroundings include a range of heritage assets which are referred to in the Euston Historic Area Assessment, and the Camden Town conservation area immediately to the east and Regent's Park conservation area to the west. A number of residents have highlighted the historic nature of the cutting and the contribution to the area made by the cutting to a feeling of openness in the area. The proposed submission Euston Area Plan proposed residential-led development on the southern area of the railway cutting (up to Clarkson Row/ Mornington Place), and highlights the need for development to be scaled and designed to be sensitive to its historic context.

7.4.8 1837 saw the opening of Euston station London's first inter-city station, and in 1879 the station was widened westwards to accommodate more tracks with a widened tunnel. The current railway cutting and Mornington Street Bridge date from 1900-1906.

7.4.8 The Historic Area Assessment notes a range of positive historic elements in the railway cutting area including:

- Grade II* Listed villas on Park Village East, and historic terraces on Mornington Terrace and nearby Mornington Crescent erected in the 1840s, many of which are Grade II listed. Mornington Terrace and Park Village East originally accommodated residential buildings on both sides of the road: the widening of the Euston railway cutting from 1900-1906 resulted in the demolition of the semi-detached villas that lined the west side of Mornington Terrace and the eastern side of Park Village East.
- Mornington Street bridge, including listed stone piers and lanterns;
- Cutting walls to east and west of the of the railway cutting, which are of local historic interest and relate to the widening of the railway

cutting from 1900-1906. Whilst identified in the Assessment as being of local historic interest, they are also noted to inhibit free movement. The HS2 track alignment is understood to require the replacement of Mornington Street bridge and the destruction of much of the retaining wall to the west side of the cutting along Park Village East.

- A cluster of positive buildings and structures at the northern end of the area including:
    - Parkway tunnel and cutting, listed Grade II
    - Park Village Studio (former Riding Academy)
    - York and Albany public house, listed Grade II
    - Edinburgh Castle public house, listed Grade II

7.4.9 Whilst the current railway cutting creates a sense of openness in the area (which was created from 1900-1906 with the demolition of housing on either side of the original cutting), it also raised issues in relation to permeability and the attractiveness of the townscape:

- The Euston Historic Area Assessment notes in relation to historic permeability and street patterns in the Euston area: "*The most noticeable changes have been the severance of paths and routes by the Euston railway cuttings."*
- The Conservation Area Statement for Camden Town notes panoramic views out of the conservation area from the west end of Delancey Street and length of Mornington Terrace across railway cutting to the south, but also comments: *"At the west end [of Delancey Street], there is a sense of openness, at the expense of the townscape, due to the demolition of houses to allow for the widening of the Euston railway cutting at the turn of the last century."*

7.4.10 Whilst the railway cutting area is surrounded by notable heritage assets, the Historic Area Assessment highlights the continually changing character of the area, reflected in the historically changing nature of the cutting itself and its surroundings. As well as considering the historic context in the railway cutting area, the more recent built context (towards the south of the railway cutting) is also noted in the Assessment:

- To the south/ east, Ampthill Estate contains three 1960s residential tower blocks
- To the south/ west, upper Regent's Park Estate accommodates a range of larger format residential buildings, with "an open layout of tall slab blocks, typically of 11 storeys"

7.4.11 The Granby Terrace depot site is allocated for development in Camden's adopted Site Allocations local plan document for residential-led mixed use development. The site is located on part of the proposed North Euston Cutting, and the Site Allocations document highlights the potential to provide additional decking for development and open space:

"Opportunities should be maximised to deck over the operational rail line area in order to mitigate the physical, visual and acoustic impacts of expanded approaches and tracks and, subject to its nature and viability, could also facilitate other opportunities beyond the existing station footprint. Decking would also provide opportunities to create significant areas of new open space and create/enhance links to and through the area building on the intended east-west networks to emerge from an improved Euston."

7.5 Historic area management framework

7.5.1 The Historic Area Assessment includes a management framework, including area-wide opportunities, a framework of recommendations for each character area, a historic sensitivity overview of the study area for the Euston area, an issues and opportunities associated with HS2.

Character area framework

7.5.2 The Historic Area Assessment makes key recommendations for the management of 14 character areas identified. For each character area, designated heritage assets, areas of high and low historic sensitivity, positive non-listed buildings and negative frontages are identified.

Figure 7.2 Euston's character areas



Source: Euston Area Plan Historic Area Assessment, AMUP 2013

7.5.3 Key recommendations for each character area are set out below:

01. Euston Road & Regents Place Plaza: reclaim parts of the highway for pedestrians and enhance boundary treatments, landscape, planting and signs;

02. Euston Station and Railway Buildings: enhance east-west connections, improve the setting to Euston Gardens, and introduce positive frontages to the station

03. Drummond Street: consider designating as a conservation area, manage building heights and scale in the Drummond Street area to maintain its fine scale and grain, and improve building frontages where possible.

04. Hampstead Road: repair and re-use the former National Temperance Hospital; redevelopment north of Cardington Street could provide new buildings that relate better to Hampstead Road. Potential to reconfigure Hampstead Road, improving the environment for pedestrians and cyclists

05. George Mews & Tolmers Square: negative frontage created along Hampstead Road.

06. St James's Gardens: if part lost through HS2, a careful redesign would be needed to acknowledge and preserve its historic associations and amenity value (including positioning and setting of the Garden's listed features); opportunities to enhance the setting of the gardens include repair and re-use of the former National Temperance Hospital and improving access to the Gardens

07. William Road: redevelopment of Netley School will create a positive edge to Stanhope Street; replacement of the two storey block opposite, on the corner of William Road and Stanhope Street, with a four storey building would restore the scale and rhythm of the 19th century group and provide a strong corner

08. Lower Regent's Park Estate: any redevelopment should try to reinstate the historic relationship between Clarence Gardens and Munster Square (and Cumberland Market) and with Cumberland Basin to the north

09. Upper Regent's Park Estate: consider re-planning Cumberland Market Square, addressing the negative impact of the medical centre building and sports court on its historic character and appearance

10. Cumberland Basin: the allotments, roads and parking in the central area could more strongly communicate the character and appearance of the former canal basin

11. Harrington Square: The historic setting of the gardens is eroded by redevelopment around its edges and heavy fast moving traffic. Suggests traffic calming (including potential removal of one way system) and, in the long term, if Ampthill Estate is considered for renovation or remodelling, this offers the prospect of providing a better frontage to the square on the south side

12. Ampthill Square: opportunity to create a more coherent and safer public realm in the Ampthill Square Estate, overlooked by buildings with a range of uses

13. Somers Town- Churchway: Redevelopment of Euston Station offers the opportunity to strength the historic character of Eversholt Street and reinstate the east-west line of Drummond Street. The area could be designated a conservation area. Redevelopment of 1-39 Drummond Crescent should make reference to historic role of crescents and investigate the potential to retain the symmetrical central section of the existing building

14. Somers Town- Ossulton Estate: the main opportunity is for the enhancement of the streets and internal courtyards. Consider incorporation into a larger conservation area for Somers Town taking in Chalton Street and Eversholt Street.

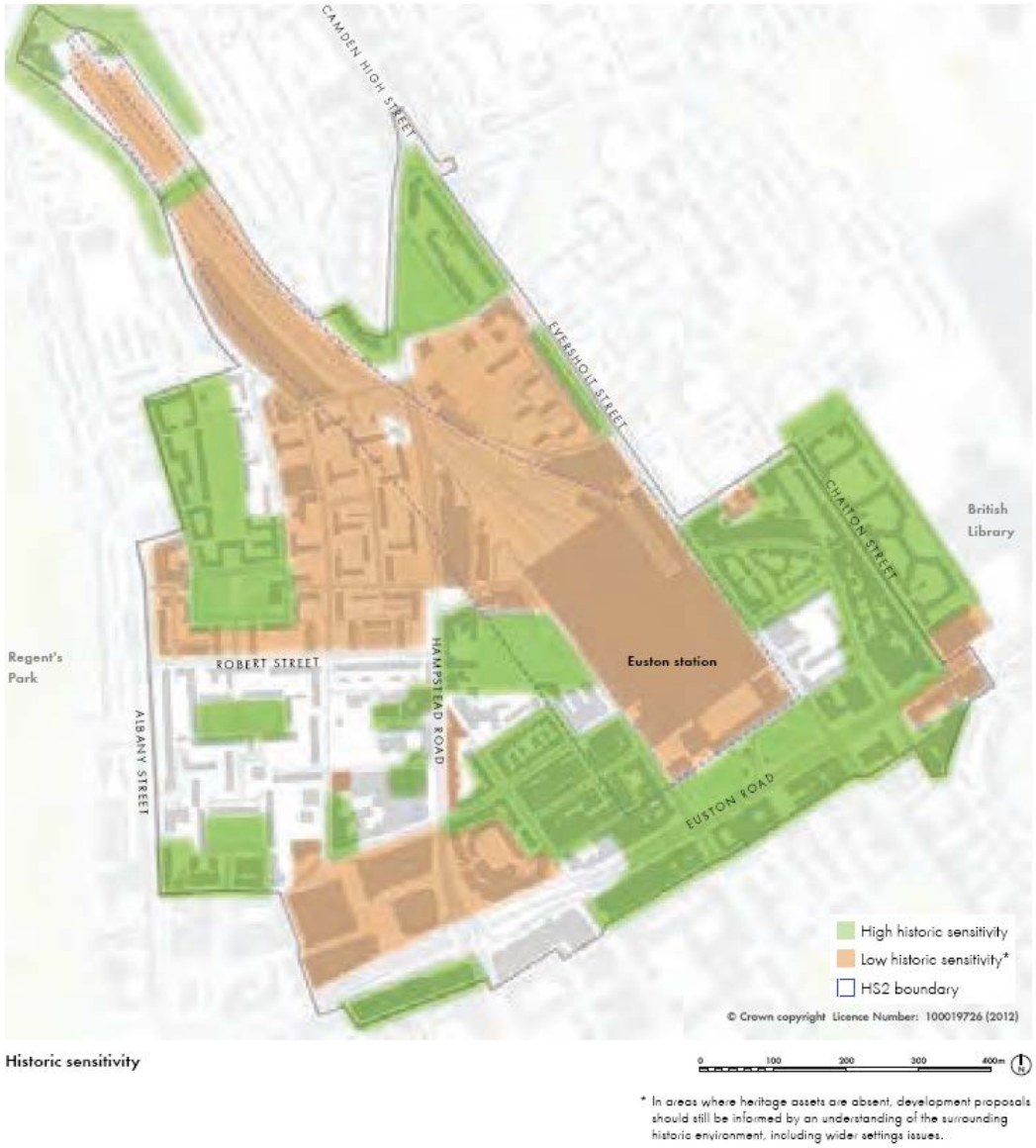
Historic sensitivity

7.5.1 The Euston Historic Area Assessment identifies historic sensitivity within the Euston area. This was developed as part of the assessment of each character area and the buildings and other features within them and is set out on a single plan in figure x below. The areas of high, low and neutral sensitivity are defined as:

- **Areas of high sensitivity** are those with a concentration of heritage assets, and/or a fine grained layout and small or medium scaled buildings. Their special qualities could be readily disturbed by demolition, erosion of features or inappropriate development.
- **Areas of low sensitivity** are those where significant change has already occurred, and where further development may be more readily accommodated or even desired.
- **Neutral areas** are those without a concentration of heritage assets but where the need for change may be less pressing.

7.5.2 Figure 7.3 shows that the majority of the study area can be viewed as having either low or high historic sensitivity with significant grouping of sensitivity zones. New development within areas of high historic sensitivity should be guided by the architectural or historic interest of the place.

Figure 7.3 Historic sensitivity in the Euston area



Source: Euston Area Plan Historic Area Assessment AMUP 2013

Impact of HS2 on heritage

7.5.4 The Historic Area Assessment identifies potential impacts of HS2 on heritage in the Euston area. The issues and opportunities set out in the Assessment are set out below:

- **Euston Station and tracks** - HS2 would lead to the complete redesign of Euston Station, with potential to greatly improve its relationship with its surroundings. The assessment also highlights opportunities for decking over the railway tracks to the north of the station, providing development opportunities in area of low historic sensitivity
- **Drummond Street** - A key opportunity with the redevelopment of Euston would be to reduce the east-west severance caused by the station and re-establish a pedestrian connection along the historic route of Drummond Street.

- **Euston Arch** - The redevelopment of the station could present an opportunity to commemorate the original Euston Station (including the Euston Arch) and the subsequent phases of its development.
- **Euston side frontages** - Creating attractive and active frontage along each side of Euston station should be a priority of any redevelopment.
- **Historic, legible walking routes** - The historic routes between Euston Station and Euston Square Gardens could form the basis of a more legible configuration.
- **Enhanced setting of Euston Square Gardens** - This will need to be considered by any development proposals.
- **Character and use of Euston Square Gardens** - As a designated London Square the character of Euston Square Gardens should be preserved, including the listed elements within it. However, there is opportunity to better utilise the Gardens as a public space and routes through the Gardens should match the resultant desire lines from the redevelopment of the station.
- **The Royal College of General Practitioners (1-9 Melton Street)** - straddles the HS2 boundary, it is a Grade II* listed building which should be preserved, and its setting carefully considered, within any redevelopment proposals for the station.
- **Drummond Street area buildings within High Speed 2 boundary** - There are a cluster of buildings of historic value, including a pair of Grade II listed terraces on Melton Street, in the Drummond Street character area which fall within the HS2 boundary. The value of these built assets should be considered during any redevelopment of the station, with the frontage to the former Euston Underground Station having the potential to be reused in another location.
- **Drummond Street area historic grain** – The historic grain of this area should be utilised, and reinforced where possible, by redevelopment proposals for the station.
- **Drummond Street and St James's Gardens potential conservation area** - This area has a distinct historic character and clearly will be severely impacted by any westward expansion of Euston Station and the railway lines. Measures to mitigate for the impact of any erosion of the historic quality of this area should be included as part of any expansion of the station.
- **St James's Gardens** - This historic burial ground could be dramatically reduced by the station expansion. Care should be taken to ensure that sufficient area is retained to maintain an active open space and that the history of the Gardens is communicated through the retention and careful locating of the Gardens' monuments and memorials.
- **Former National Temperance Hospital** - The refurbishment and reuse of this building offers the potential to improve access to St James's Gardens and Euston Station from Hampstead Road.
- **Upper Regents Park opportunity area** - The physical impact of creating the new railway lines for HS2 could provide a catalyst for change in this area with particularly poor townscape qualities.
- **Hampstead Road** - This part of the road could be narrowed to match the width of the road south of Robert Street. This could reduce traffic speeds and improve conditions for cyclists and pedestrians.
- **Stalbridge House** - This positive non-listed building is within the HS2 boundary.

- **Mornington Street bridge** - The character and fabric of this bridge should be conserved, including the listed stone piers and lanterns at each end.

Area wide opportunities

7.5.2 The Historic Area Assessment also sets out a number of area wide opportunities, which relate to both urban design and heritage issues. These are set out in Figure 8.6, which is provided in Section 8.5 of this Report.

8. URBAN DESIGN

Key issues

- The varying character and urban form of the area will influence the form of any new development in the area
- There are significant permeability and public realm issues, which should be addressed through the Euston Area Plan
- A significant part of the Euston Station area is within London's strategic viewing corridors. It is likely that this will limit potential building heights for new development in many parts of the study area
- The Euston Station platforms and tracks could be built below ground level, potentially enabling new at-grade development, along with an above ground station concourse. The potential for new development on the station relies on the ability to construct a deck over the station and tracks that is capable of supporting development above. The new HS2 station designs only lower platforms and tracks on the new HS2 station side and do not lower the existing platform and tracks, which reduces the potential to improve connectivity.

Urban design opportunities include:

- Improvements to east-west connectivity as part of any redevelopment of the Euston Station site;
- Improvements to north-south connectivity and to the pedestrian environment across Euston Road
- Improvements to the legibility of Regent's Park Estate;
- Introduction of more active frontages and uses, including new streets with ground floor as part of any redevelopment of the Euston Station site, where opportunities emerge in the Regent's Park Estate, and along Hampstead Road;
- Ensuring that new development respects the viewing corridor that covers the area, and responds appropriately to the scale and height of existing buildings.

8.1 Policy context

8.1.1 The NPPF highlights the great importance of the design of the built environment, and states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Relevant design considerations include sense of place, mix of uses, local character and history, community safety and visual attractiveness. Connections between people and places and integration into the surrounding environment are also highlighted as important.

8.1.2 Camden requires development to be of the highest standard that respects local context and character, and promotes high quality and landscaping works to streets and public spaces (Core Strategy Policy CS14). In achieving this, developments are expected to consider the character, setting, context and the form and scale of surrounding buildings, as well as quality of materials; provision of active street-level frontages; landscaping and natural features; and accessibility.

8.1.3 Impact on the amenity of neighbouring uses and future occupiers of development is also an important consideration in considering the design and layout of development. Camden Development Policy DP26 sets out Camden's approach to managing the impact of development on occupiers and neighbours, including in relation to visual privacy and overlooking,

sunlight and daylight and provision of adequate standards of accommodation, storage and amenity space.

8.1.4 This section sets out some of the considerations that will need to be taken into account when considering urban design issues in the Euston area. Section 7.5 of this report also sets out the EAP Historic Area Assessment (AMUP, 2013) recommendations that are relevant to urban design, including area wide opportunities (including for improvements to the built fabric), the character framework (including specific urban design related measures) and urban design and public realm measures associated with the potential impact of HS2.

8.2 The character of the area

8.2.1 As indicated in Section 7 above, the Euston area has a varied character, which has evolved from the historic development of the area. The Historic Area Assessment has played an important role in informing the urban design considerations for the Euston area, highlighting key features and areas of historic importance, as well as highlighting where there may be the potential to improve the setting of heritage assets and provide improvements to the public realm and built fabric.

8.2.2 The Historic Area Assessment also identified the following main contributors to the character, appearance and function of the Euston area

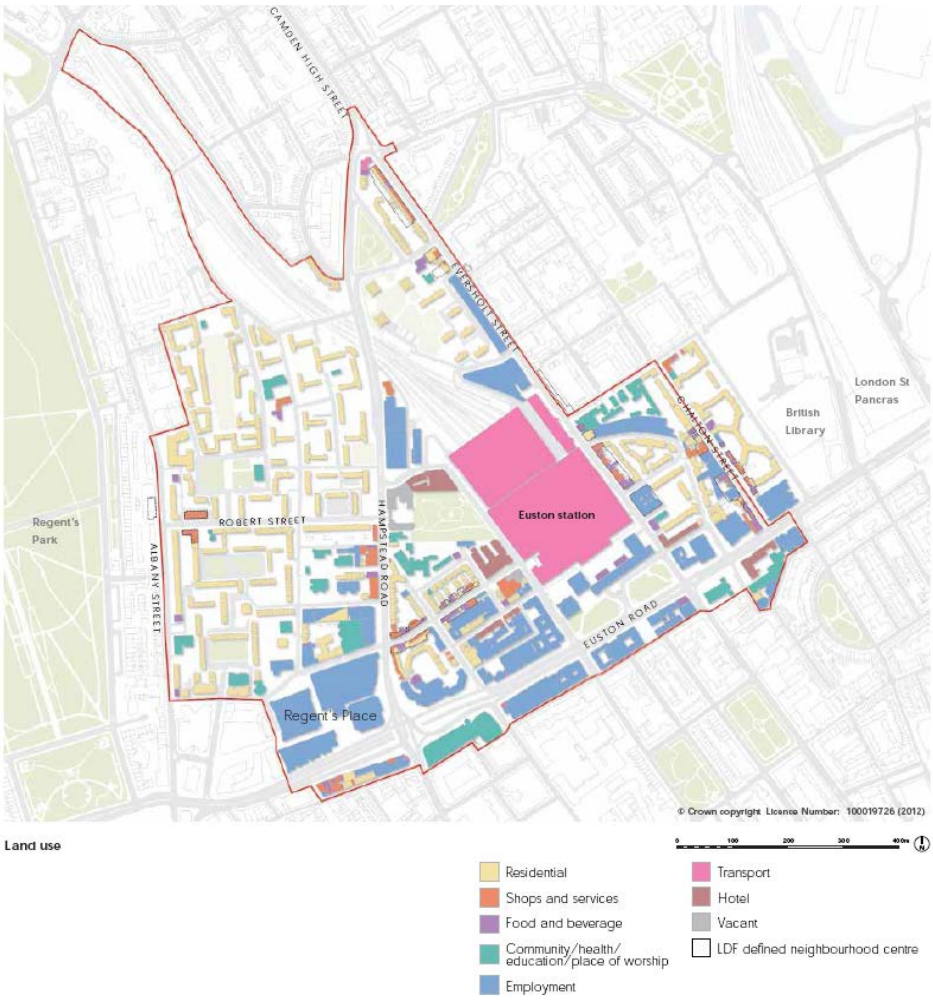
1. Euston Station - More than 50m passengers use Euston each year, making it a huge magnet for activity. It also has a considerable physical presence with long blank facades on its flanks;
2. Euston Road - One of London's busiest roads since its creation in the 18th century. The area around the underpass is an intimidating place for pedestrians, and the underpass and its sliproads currently cause huge severance difficulties for pedestrians and cyclists;
3. Railway lines - The railway lines, mostly in cutting, impede east-west movement because of the limited bridging points, the cutting is bounded by a number of listed buildings and heritage assets
4. North south routes - Hampstead Road and Eversholt Street converge south of Camden High Street;
5. Drummond Street - A well preserved grid of terraces with an intimate, distinctive character which is enlivened by small businesses, shops and restaurants;
6. Chalton Street - A lively secondary thoroughfare with local shops and services, as well as the architecturally important Ossulton Estate;
7. Regent's Park Estate - A large council estate developed over a fifteen year period, with distinctive sub-areas;
8. Ampthill Estate - Council estate developed after 1960 with a mix of slab blocks and towers;
9. Euston Tower and other tall buildings - A cluster of commercial buildings next to the Euston underpass; now branded as Regent's Place;
10. Open spaces - Regent's Park, to the west of the study area is the main public open space but there are a range of gardens and squares dotted across the study area. Euston Square Gardens, St James' Gardens, Harrington Square and the Nash configured squares in Regent's Park Estate are the most important of these; and
11. Historic landmarks - there are a number of older buildings which contribute to the distinctiveness of the area. St Pancras New Church also

acts as a key historic landmark and is part of a cluster of buildings with strong heritage value around Euston Square Gardens

Land uses

8.2.3 There is a wide mix of activities and land uses in the study area. The area around Euston Road and Euston Station accommodates commercial and institutional uses as well there are also several hotels. Some commercial uses stretch up the main roads of Hampstead Road and Eversholt Street, and there is also a concentration on Chalton Street. There are also large areas of housing, supported by schools, health centres, local shops, restaurants and pubs.

Figure 8.1 land uses in the study area



8.3 Street pattern, permeability and public realm

8.3.1 The street pattern of the Euston area has been generated by development associated with the creation of Euston Road/ Marylebone Road in the 1750s, followed by the northwards spread of the Bedford Estate and the creation of Regents Park. Euston station was superimposed on this layout, which has been widened and lengthened several times, early public housing and the development of Ampthill and Regent's Park housing estates after World War II.

8.3.2 North-south and east-west movement is compromised by transport infrastructure. Euston Road now accommodates heavy traffic flows, and acts as a significant barrier to north-south movement, as well as creating a poor environment for pedestrians. Euston Station also acts as a major barrier to east-west movement, and the bus interchange area, along with guard rail, and existing buildings creates a poor pedestrian environment with limited access to the station.

8.3.3 The Regent's Park Estate is highly permeable (there are many routes through the estate), however the erosion of the traditional street pattern has significantly reduced the legibility of the estate, and main east-west and north south routes through the estate have either been lost completely of have been rendered unclear by the creation of a disjointed street pattern.

Figure 8.2 Accessibility issues in the Euston area

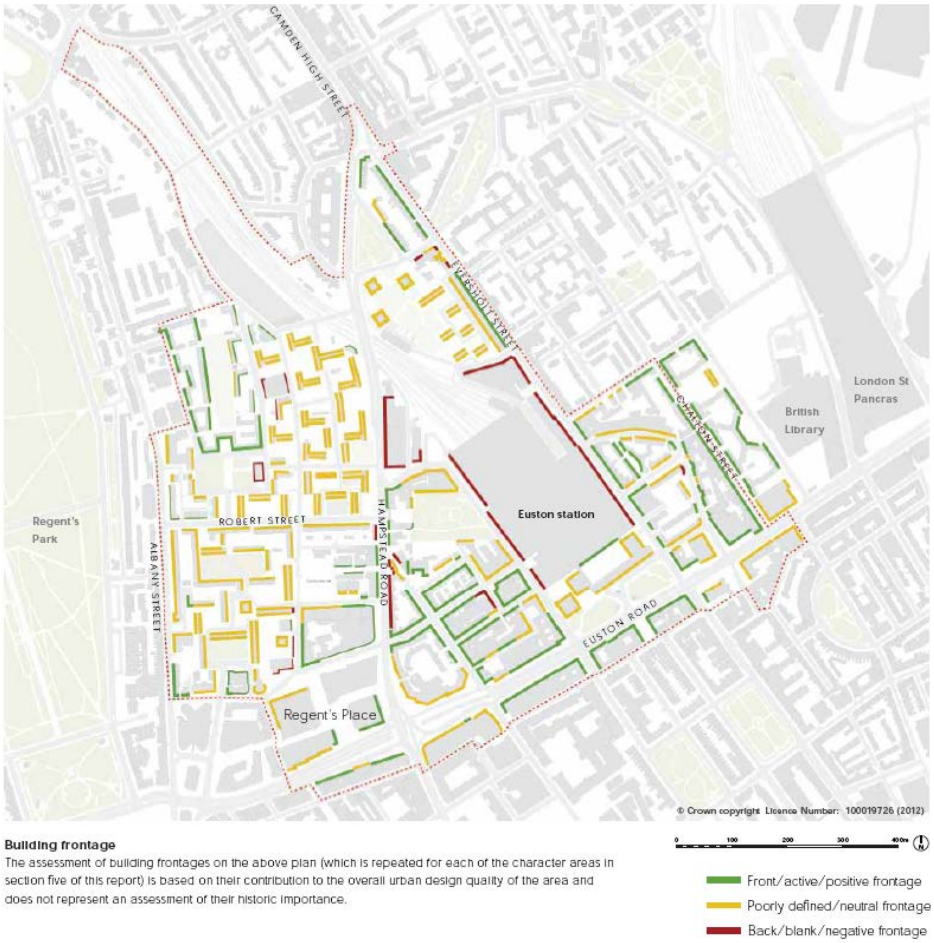


Street frontages

8.3.4 There are a number of blank, inactive street frontages in the Euston area that detract from its character and appearance, as well as creating an unattractive and, in places, hostile environment for pedestrians. These are shown in figure 8.3 below.

8.3.5 Euston Station presents blank frontages on three of its four sides, which creates a negative environment that detracts significantly from the surrounding streetscape. The post-war Regents Park and Ampthill estates locate residential blocks away from the street, and there is little interaction with passersby. By contrast, the most active frontages tend to be provided by the older buildings or the better preserved historic streets, for example the Chalton Street and Drummond Street areas.

Figure 8.3 Quality of frontages in the Euston area



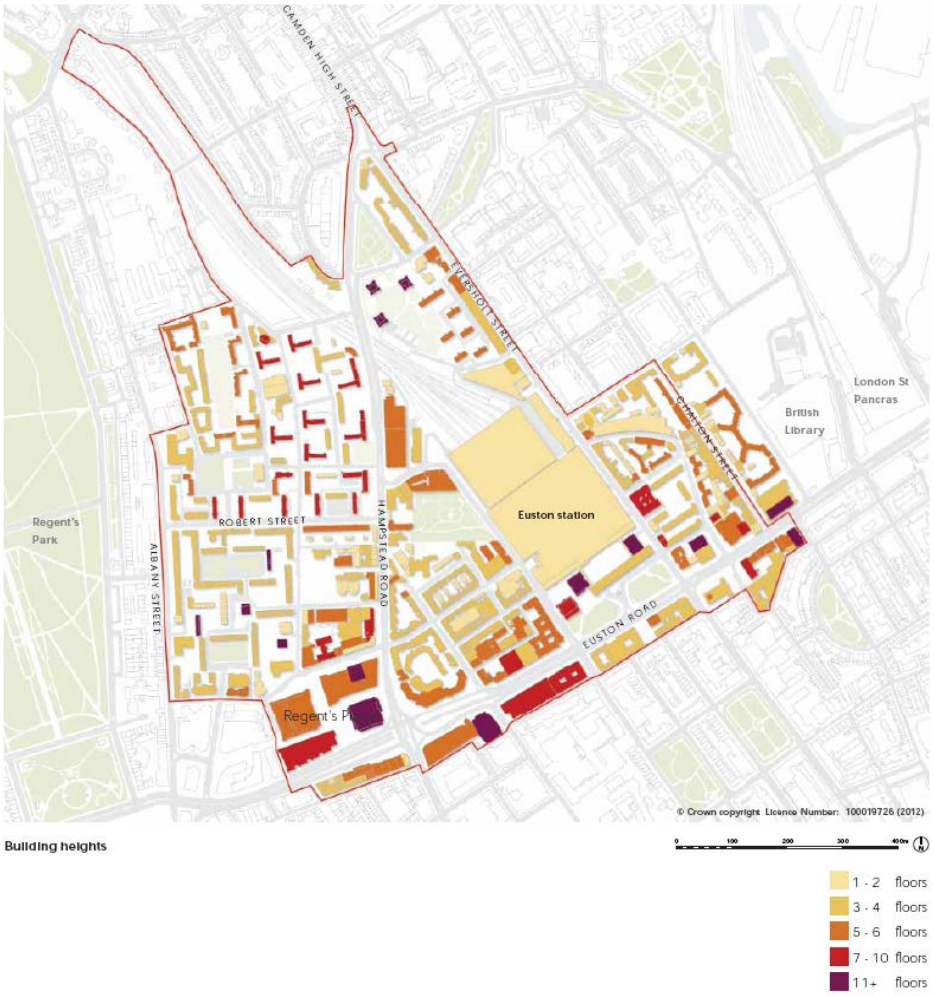
Source: Euston Area Plan Historic Area Assessment (AMUP 2013)

8.4 Building scale and heights

8.4.1 Building scales and heights vary considerably across the study area. Most of the surviving historic terraces are three to four storeys, often with a fine urban grain as is evidence in the Drummond Street and Somers Town areas. Interwar housing blocks in the Somers town area are taller at up to six storeys, whilst the Regent's Park estate includes large slabs of up to eleven

storeys, along with by a mix of maisonettes (four storeys) and point blocks. The Ampthill Estate includes three residential tower blocks. The commercial office buildings on Euston Road range from 5 to 11+ storeys in height.

Figure 8.4 Existing building heights in the Euston area



Protected strategic views

8.3.2 A significant part of the Euston Station area is within London's strategic viewing corridors (see figure 8.5 below). The view of St Paul's Cathedral from Primrose Hill is protected, and any the potential impacts of any new development on this view would be assessed using criteria set out in 'The London Plan and the London View Management Framework, GLA, March 2012'.

8.3.3 The Euston Historic Area Assessment 2013 (p42) makes the following assessment of existing buildings in the area within this viewing corridor:

> *"Many of the tallest buildings in the study area come above the treeline and are silhouetted against the skyline. The tallest of these and its signature landmark is the 124m Euston Tower but three towers of the Ampthill Estate also stand out. The Siefert towers in front of Euston Station piazza come uncomfortably close to the dome of St Pauls but do not obscure it. The HS2 project would be likely to*

intensify development pressure at and around Euston Station. Replacement of the office towers in front of the station with lower rise development could potentially enhance the view of St Paul's from Primrose Hill."

Figure 8.5 Protected views



Source: Euston Area Plan Historic Area Assessment, AMUP, 2013

8.3.4 Appendix 3 to this Background Report provides a more detailed analysis of the impacts of the London View Management Framework on building heights in the Euston area.

Local views

8.3.5 In addition to protected strategic views, local views and vistas should also be considered in assessing the impact of development (see Camden Core Strategy policy CS14). Appendix 3 to this Background Report presents an assessment of the impact of potential tall buildings on local views.

8.4 Building style and materials

8.4.1 As indicated above, the area has a varied character, with buildings form a variety of eras form the 18thCentrury onwards, from Georgian terraces through to inter-war and postwar housing estates, modern commercial buildings along Euston Road and more functionalist station architecture. The Euston Historic Area Assessment that *"The stylistic language has been [similarly] broad, with every architectural movement, theory and fashion represented from the Regency period to the present day".*

8.4.2 A vast range of building materials have been used in the study area, although the Euston Historic Area Assessment notes that a common palette often prevails in each of the character areas. Key materials that are characteristic of distinct parts of the study area include:

- Widespread use of London stock brick
- Use of stucco for houses on Euston Square and John Nash buildings that surround Regent's Park.

- Use of sandstone was used in the construction of the original Euston station, including the Euston Arch. Later, with
- Red brick with Bath or Portland limestone dressings , for example in the LCC fire station on Euston Road.
- A variety of materials used in the twentieth century including Portland stone, brown brick, concrete, steel, glass and cladding panel.

8.5 Urban design opportunities

8.5.1 The Euston Area Plan offers the opportunity to address many of the urban design issues addressed above. Key opportunities include:

- Improvements to east-west connectivity as part of any redevelopment of the Euston Station site;
- Improvements to north-south connectivity and to the pedestrian environment across Euston Road
- Improvements to the legibility of Regent's Park Estate;
- Introduction of more active frontages and uses, including new streets with ground floor as part of any redevelopment of the Euston Station site, where opportunities emerge in the Regent's Park Estate, and along Hampstead Road;
- Ensuring that new development respects the viewing corridor that covers the area, and responds appropriately to the scale and height of existing buildings.
- Improvements to the design of Euston Square, its surroundings and to the quality of pedestrian routes through it;
- Reduction of negative impacts of bus infrastructure on the quality of the public realm
- Opportunity to introduce new public squares where station entrances meet local streets
- Support and enhance the historic neighbourhoods close to the station as destinations and as part of restored long distance east west routes.

8.5.2 The potential to improve east-west permeability and to provide new streets with active frontages on the Euston Station site (as well as additional homes, employment uses and other uses) relies on the ability to build on top of a lowered Euston Station. Since the time of writing, it is understood that the HS2 proposals do not redevelop the existing Euston Station building, only add a new HS2 station to the side. Previous designs indicated the potential to redevelop the existing station and provide a combined new station at a lower level, which provided significant opportunities to improve east-west and north-south permeability. It would therefore be preferable, if deliverable, to redevelop the station in a comprehensive manner at a lower level to allow for greater development set in new ground level streets.

8.5.3 The provision of new streets and buildings on the station site would require the ability to build a deck over the station and tracks that would be capable of supporting the relevant loads. The Euston Area Plan team understands that this could be achievable technically (at least in some parts of the site), although the viability of this on specific parts of the station site would rely on detailed station design issues and engineering constraints. However, HS2 is currently not progressing with a station design that allows for this due to cost and programming constraints.

8.5.4 The Euston Historic Area Assessment also identifies area wide opportunities that emerge from their analysis of heritage issues in the area. Many of these can be achieved through urban design measures. However the removal of the Euston Underpass, referenced overleaf, has not been assessed as part of the EAP Transport Study, as TFL have no plans to change or remove it. The Euston Circus scheme is currently being implemented which will provide enhanced pedestrian crossing facilities at this junction.

Figure 8.6 Area wide opportunities identified in the Euston Historic Area Assessment

The plan on the facing page sets out some of the key opportunities arising from the Historic Area Assessment on an area wide basis. These opportunities are described alongside a key to the drawing below:

Re-establish historic routes - recreating these connections would contribute significantly towards reducing the east-west severance caused by Euston station and the railway lines.

Increased legibility to historic routes - historic routes to the north of Euston Square were compromised when the station expanded southwards, with their legibility reduced and the north-south axial relationship diminished. The historic grain should inform future change in this area.

Connecting spines not barriers - the treatment of the principal road network has favoured vehicular traffic creating barriers to pedestrian movement. Increased priority should be given to pedestrians where possible with major roads easier to cross and more pleasant places to be.

Euston station flanks - these long blank frontages are a highly negative feature of Eversholt and Cardington Streets. Any future redevelopment of the station should seek to create more active frontages which are sympathetic to the neighbouring character areas.

Areas for increased heritage protection - two areas are deemed to have sufficient built heritage qualities to be considered for Conservation Area status, these are:

- Drummond Street and St James's Gardens - including the tight-knit historic urban grain and consistent building heights of the Drummond Street character area, St James's Gardens and positive non-listed buildings on Hampstead Road.
- Somers Town southern section - including the Ossulston Estate and part of Chalton Street and Eversholt Street. Beyond the study area, there may be scope for including the northern (LCC) Somers Town Estate and the Sydney Street estate.

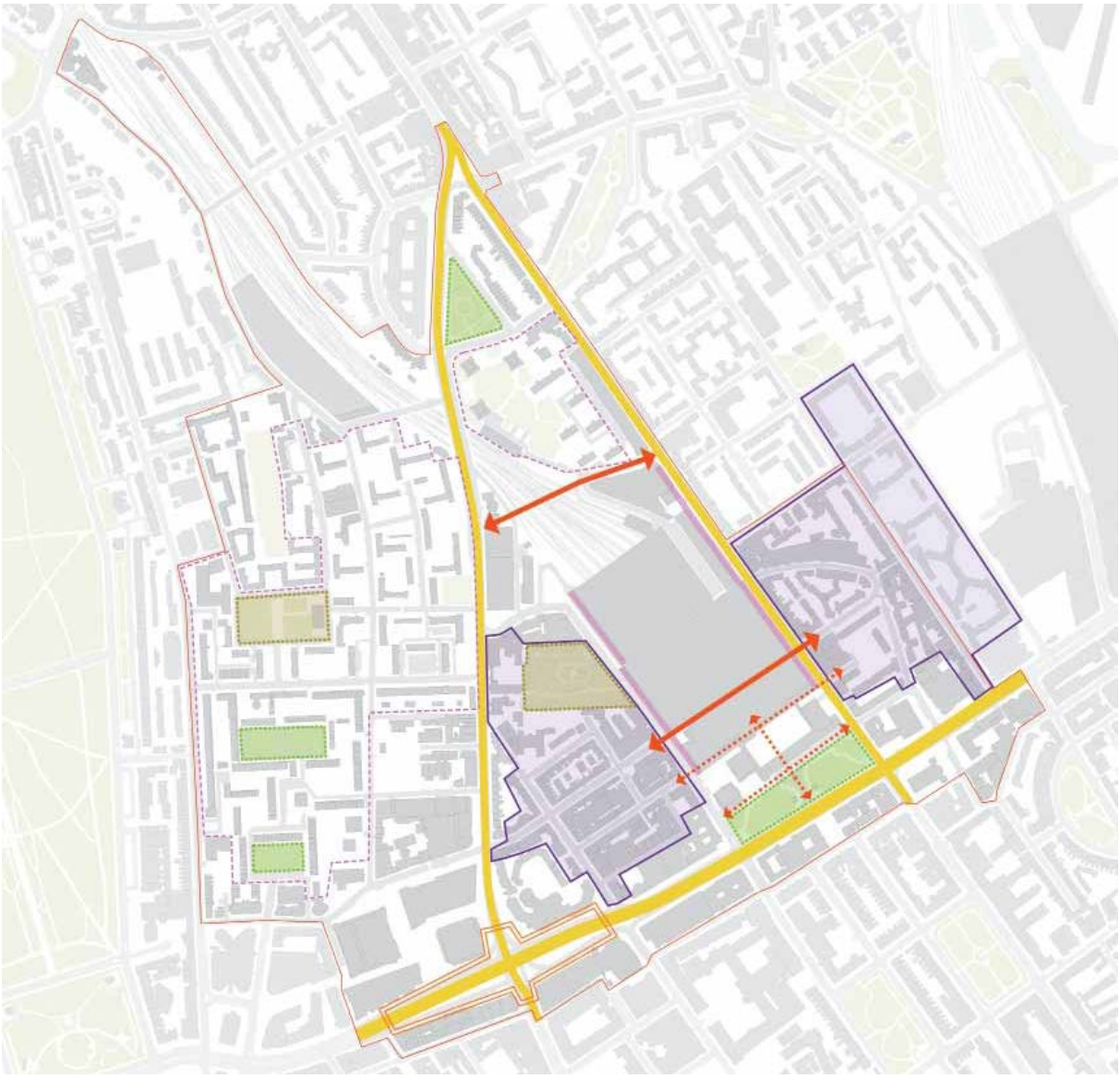
London Squares - these should be protected and enhanced. In particular, access and the quality of the surrounding public realm to Harrington Square and Euston Square could be improved, recognising the high profile these spaces have within the existing movement patterns.

Other important public open space - Cumberland Market and St James's Gardens are historic open spaces which should be protected where possible.

Wayfinding and longer term opportunity area - The Regents Park and Ampthill Estates suffer from poor wayfinding due to the abandonment of traditional street patterns and replacement by freestanding slabs and towers. The estates, in general, are well maintained with wayfinding clues, such as the use of colour, evident. However, it may be possible for further interventions to improve the legibility of the estates including targeted redevelopment of a limited number of buildings which would provide the most significant benefits. In the longer term, the re-establishment of traditional street patterns should be a priority of any redevelopment, alongside the retention of the squares within the Regent's Estate.

Euston underpass area - The Euston underpass causes significance severance and contributes to a vehicular dominated environment. An at grade junction could be reestablished with significant potential benefits to the public realm.

There may also be opportunity to reinforce the architectural distinctiveness of individual character areas by making appropriate references to the architectural languages, scale, rhythm or materials of neighbouring buildings.



Source: Euston Area Plan Historic Area Assessment, AMUP 2013

8.6 HS2 Development Options study report

8.6.1 HS2 Ltd commissioned a Development Options Study by London and Continental Railways Ltd/ Grimshaws, which assesses what development opportunities are possible in the Euston Area assuming the HS2 Option 8 station design will be implemented in accordance with the HS2 programme.

8.6.2 A structural decking assessment indicates that the western side of the railway cutting would be the easiest area to deck over, as the substructure piled wall will already provided.

8.6.3 Other areas above the station and cutting area of varying ease/ difficulty, with the throat, eastern side of the railway track and station presenting the greater challenges. The western side of the station would be easier to build over due to relatively easy spans, whlst consideration need to be given to the platform/ concourse environment and LU tunnels below.

8.6.4 The study identifies three development concepts – minimum, medium and maximum intervention, which provide increasing levels of development capacity. It assesses each of the concepts, including financial and structural feasibility. None of the concepts fully meet they principles or objectives set out in the Euston Area Plan, for example in relation to connectivity through the Euston area, open space provision, building heights, surrounding heritage assets and creating active frontages (including along Eversholt Street). However, a brief summary of some of the headline concepts and findings is provided below for information.

8.6.5 Concept 1 (Minimum intervention): development to the very eastern and western edges of the station site, and along the western side of the railway cutting. Buildings to be predominantly 3-5 storeys with one 7 storey building:

- Found to be structurally feasible
- Developable floorspace equates to 152,000 GIA (significantly less floorspace than proposed in the EAP)
- Found to be financially unviable assuming 50% affordable housing provision, but more viable under 30% affordable housing
- Station throat section of development found to raise particular viability issues (cross subsidy may not be commercially acceptable)

8.6.6 Concept 2 (medium intervention): higher levels of development to the eastern and western sides of the station site, with greater coverage of development over the railway cutting. Buildings to range from 3-9 storeys (some raised above the station/ platforms):

- Structural feasibility found to be similar to concept 1, although elements along the railway cutting/ throat may not be feasible (due to constraints to eastern side)
- Developable floorspace equates to c.274,000 sqm GIA
- The study states that the concept does not provide sufficient floor space and value to offset the delivery costs, meaning that Concept 2 is largely unviable on an individual area basis and when considered in its entirety, despite delivering more accommodation than Concept 1.
- The plots on western side of the station are shown to be most viable, whilst the throat area is found to be highly constrained. The eastern (HS2) side of the station and the railway cutting area are shown to be marginally viable. However, the equivalent plots under Concept 3 are shown to be more viable due to the increased block height.

8.6.7 Concept 3 (maximum intervention): development covering the majority of the station site and railway cutting. Buildings to range from 3-12 storeys (some raised above the station/ platforms), along with two towers of 29 and 31 storeys respectively:

- Elements along the railway cutting/ throat may not be structurally feasible (due to constraints to eastern side)
- Developable floorspace equates to c.550,000 sqm GIA
- Delivers significantly increased floorspace than the other Concepts, resulting in higher values than the other concepts
- The plots on western and far western sides of the station are shown to be most viable, whilst the throat area remains highly constrained. Development above the railway cutting is of variable viability.
- The height of development protrudes into the Mayor's Background Assessment area, and therefore are not policy compliant.

- Concept allows east-west connectivity

8.7 Development capacity analysis

Initial development capacity study:

8.7.1 The purposes of the first stage of development capacity was to provide an initial view of the development options for the area as well as provide indicative data for transport modelling, identify demands on social infrastructure, test the viability of development and provide a context for further master planning work. This work was developed when HS2 were working on an option of a complete sub-surface station hence all development assumed an underground station with land available at ground level for development.

8.7.2 The first stage provided 3 development scenarios - low, medium and high density. The following potential development sites were identified, see table below and figure 8.7. The sites list includes estates where infill and renewal opportunities were explored/for ongoing exploration with residents:

Key Sites

Sub-area		Site Name	Landowner	Area (Ha)
Euston Station and surrounding	1	Euston Station (incl. Royal Mail)	Network Rail, LB Camden, Sydney and London	9.18
	2	Cardington/Melton Street (area west of Euston station)	LB Camden	2.25
	3	132-140 & 142 Hampstead Road (BHS Warehouse)	Derwent London	0.58
	4	110-122 Hampstead Rd/ Temperence Hospital	Medical research Council	0.36
	5	Maria Fidelis School, Starcross Street	LB Camden	0.63
Regent's Park Estate	6	Regent's Park Estate reclaimed after decking	LB Camden	0.86
	7	Regents Park Estate- Infill (7% land)	LB Camden	1.04
	8	Regent's Park Centre/ Kingsway College	Westminster Kingsway College	0.23
	9	Cumberland Market Estate/ Park Village East	Peabody Trust	0.31
	10	Granby Terrace	EWS Network Rail	1.14
Churchway	11	Drummond Crescent/ Euston Traffic Garage	Metropolitan Police Authority	0.38
	12	Churchway	LB Camden	0.43
	13	Maria Fidelis School, Phoenix Road	LB Camden	0.30
Total				16.77

Decking Sites

Sub-area		Site Name	Landowner	Area (Ha)
Decking Sites	14	Euston Station- North Decking	LB Camden	2.23
	15	Regents Park Estate- new decking	LB Camden	0.22
	16	Granby Terrace Decking	LB Camden	2.29
	17	Gloucester Gate Bridge Decking	LB Camden	1.76
Total				6.49

Total land area including decking sites	23.27

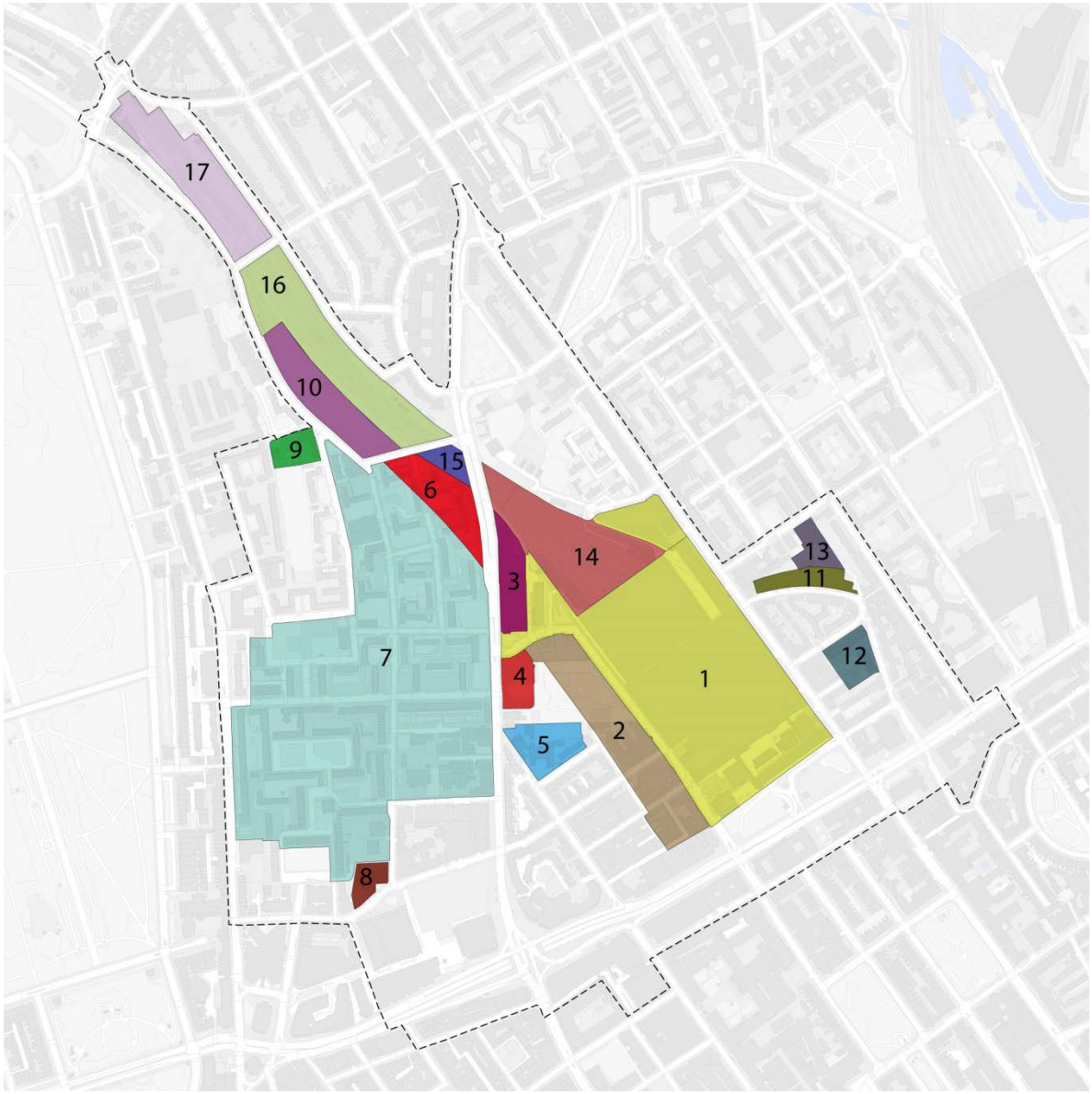


Figure 8.7: Development sites/ infill areas identified within the EAP
Note: Area 7 is the whole Regents Park Estate which was assessed for capacity to accommodate replacement housing lost due to HS2 and infill housing

Homes and jobs estimates:

Baseline Scenario:

8.7.3 A research of existing documents and data was carried out to identify if any capacity had been allocated to these sites. Additionally, using the London Plan Density Matrix, a density of 265 units / hectare was applied to these sites to calculate total development floor space. This floor space was split between 80% for housing and 20% for employment. These floor spaces were converted into final number of housing units and number of jobs by using a ratio of 70 square metres per residential unit and 20 square metres per job.

8.7.4 There was no figure available for potential loss of existing jobs. The Euston Planning Framework SPD (paragraph 3.4) identifies a lettable floor space of

28,280 square metres in office buildings owned by Sydney and London Properties. For the purpose of this capacity study, this floor space is used to estimate the number of existing jobs by assuming a ratio of 20 square metres per job.

8.7.5 The existing number of jobs is therefore assumed as 1,414 jobs. From the available information, losses in existing housing and jobs were deducted from this capacity to provide a net indicative uplift in the existing capacity. The estimated capacity was 4,000 homes and 9,500 jobs

Low density scenario:

8.7.6 In this scenario, a capacity of 3,000 homes and 5,000 jobs was assumed. This capacity was distributed in the same proportion as the baseline scenario over the identified sites and its impact was tested for population and child yield estimates, open space provision and average development heights.

High density scenario:

8.7.7 In this scenario, a capacity of 6,000 homes and 15,000 jobs was assumed. This capacity was distributed in the same proportion as the baseline scenario over the identified sites and its impact was tested for population and child yield estimates, open space provision and average development heights.

Population and child yield estimates:

8.7.8 The population estimates were calculated at 2.13 persons / unit (Census 2011) and child yield calculated as 65.79 children per 100 residential units (GLA's Shaping neighbourhoods: Play and informal recreation SPG 2012).

Requirements for open space:

8.7.9 Open space requirements were calculated using Camden's requirements of 9 square metres per person for residential open space and 0.74 square metres per person for employment open space. Child open space requirements were calculated as 10 square metres per child (GLA's shaping neighbourhoods). Additionally, it was assumed that the lost part of St. James's gardens would be re-provided. A sum of these was the indicative open space requirement for the proposed development capacity.

Urban fabric study:

8.7.10 To calculate indicative height of the proposed development and provision of open space, a study of sample urban areas in nearby locations was carried out using GIS. The study suggested that 40% of a typical land in an urban area was occupied by buildings and 27% was open space where as the remaining was occupied by roads, pavements and other undefined uses.

Provision of open space:

8.7.11 It was assumed that St. James's Gardens and 27% of the total land area (identified in the urban fabric study) would provide the open space at ground

level. Any additional requirement would have to be provided off-grade either as roof terraces or balconies.

Indicative height of development:

8.7.12 The indicative average height of the proposed development (number of storeys) was calculated by dividing the total floor space (residential and employment) by 40% of the total land area (from the urban fabric study).

8.7.13 The indicative heights were also guided by the maximum threshold for height imposed by the viewing corridor restrictions protected through the Mayor's London View Management Framework (LVMF).

Summary of initial development capacity study scenario estimates:

	Low Density	**Baseline**	**High Density**
Homes	3,000	4,000	6,000
Jobs	5,000	9,500	15,000
Residential floor space	210,000	285,000	420,000
Employment floor space	100,000	190,000	300,000
Open Space			
At-Grade	66,775	66,775	66,775
Off-Grade	935	24,560	65,845
Population estimates	6,390	8,645	12,780
Child yield estimates	1,975	2,670	3,945
Average building heights (storeys)	4.0	6.0	9.5

Development capacity study (Summer 2013):

8.7.14 This capacity exercise was based on an indicative block master plan reflecting the Option 8 station design. Each development block in the proposed indicative master plan was allocated a reference number and

capacities allocated to each block. The indicative master plan used for capacity calculations is shown in the figure below.

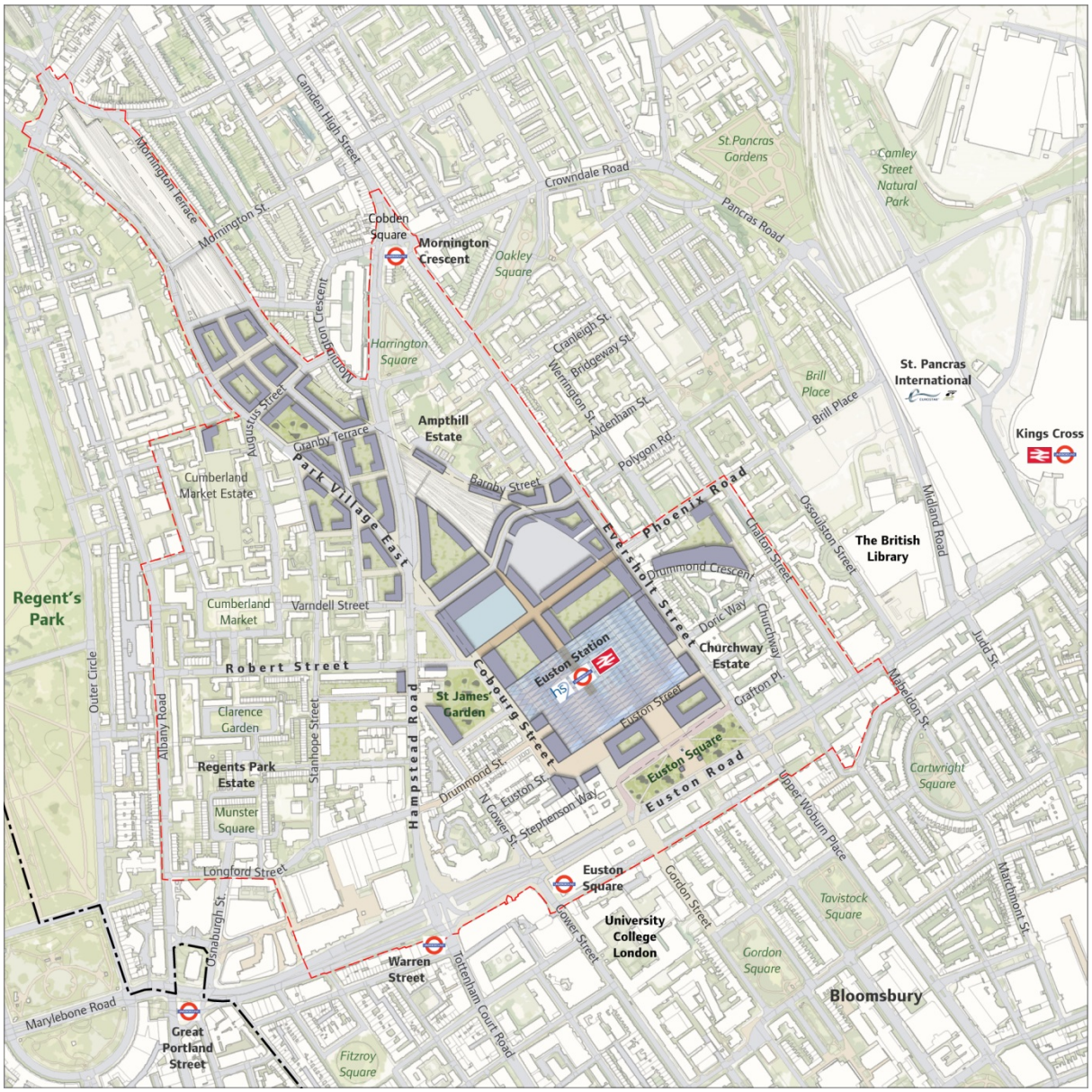


Figure 8.8: Indicative master plan based on Option 8 station design (summer 2013 consultation)

Gross development floor space:

8.7.15 For each block, an assumption was made for the number of residential and non-residential storeys depending on its location and land use. The built footprint of each block was calculated and was then multiplied by the number of floors to calculate the gross residential and non-residential floor space provided by that block.

8.7.16 For development blocks above the station area, a general assumption was made to exclude the bottom 4 floors for the station concourse and station related functions.

Net development floor space:

8.7.17 To calculate net residential floor space, a circulation space of 15% was deducted from the gross residential floor space. For non-residential areas, 25% circulation space was deducted.

Number of homes:

8.7.18 An average residential unit size of 70 square metres was assumed. The number of residential units was calculated by dividing the net residential floor space provided in the block by the average residential unit size. A sum of residential units in all blocks provides the total number of units.

8.7.19 The number of units potentially lost was deducted to calculate the net uplift in the number of homes in the EAP.

Number of jobs:

8.7.20 A ratio of 20 square metres per job was assumed to calculate number of jobs. The number of jobs provided was calculated by dividing the net non-residential floor space by 20.

8.7.21 The number of jobs potentially lost was deducted to calculate the net uplift in the number of jobs in the EAP.

Open space:

8.7.22 Open space requirement has been calculated by using Camden's requirements of 9 square metres per resident and 0.74 square metres per job. The total population estimate is calculated at 2.13 persons per residential unit.

At-grade open space: These include all open spaces at ground level or on a ground level deck. These include new public open spaces including re-provided public open spaces, public squares, play spaces associated with school provision and other open spaces associated with new development blocks.

Off-grade open space: This includes open space associated with the new development blocks but which is not at ground level. This includes any open space above the station area.

Green roofs: It is assumed that one third of all the roof area would be provided as 'green-roofs'. This has been calculated as 1/3rd of the building footprint area of each block.

Balconies: It is assumed that one third of all residential units will have a balcony of 5 square metres. This has been calculated by multiplying the 1/3rd of residential units by 5 square metres for each development block.

8.7.23 The resulting capacity estimates as shown in the table below, and were used to form the basis of the draft version of the Euston Area Plan, published Summer 2013:

	Draft EAP (Summer 2013)
Number of Homes (Net total)	2,750
Number of jobs (Net total)	7,660
Open Space	
Required	58,379 sqm
Provided	86,595

Development capacity study (Autumn 2013):

8.7.24 The indicative master plan was updated following the summer consultation to better reflect the changes to HS2's Option 8 based station design, consultation feedback and inclusion of infill sites in Regent's Park Estate. Two additional indicative master plans were produced reflecting the baseline scheme and the redevelopment of the station on its existing footprint.

8.7.25 The development capacity was therefore updated to reflect these changes. The same assumptions and methodology as in summer 2013 was used to calculate development capacity. Indicative master plans for the three options are shown in the following figures.

8.7.26 The highest capacity was for the comprehensive station redevelopment (option 1) which is illustrated in figure 3 below. The capacities formed the basis for the upper range of development in the revised version of the Euston Area Plan.

	Option 1(Autumn 2013)
Number of Homes (Net total)	3,817
Number of jobs (Net total)	14,113
Open Space	
Required	83,617 sqm
Provided	114,227

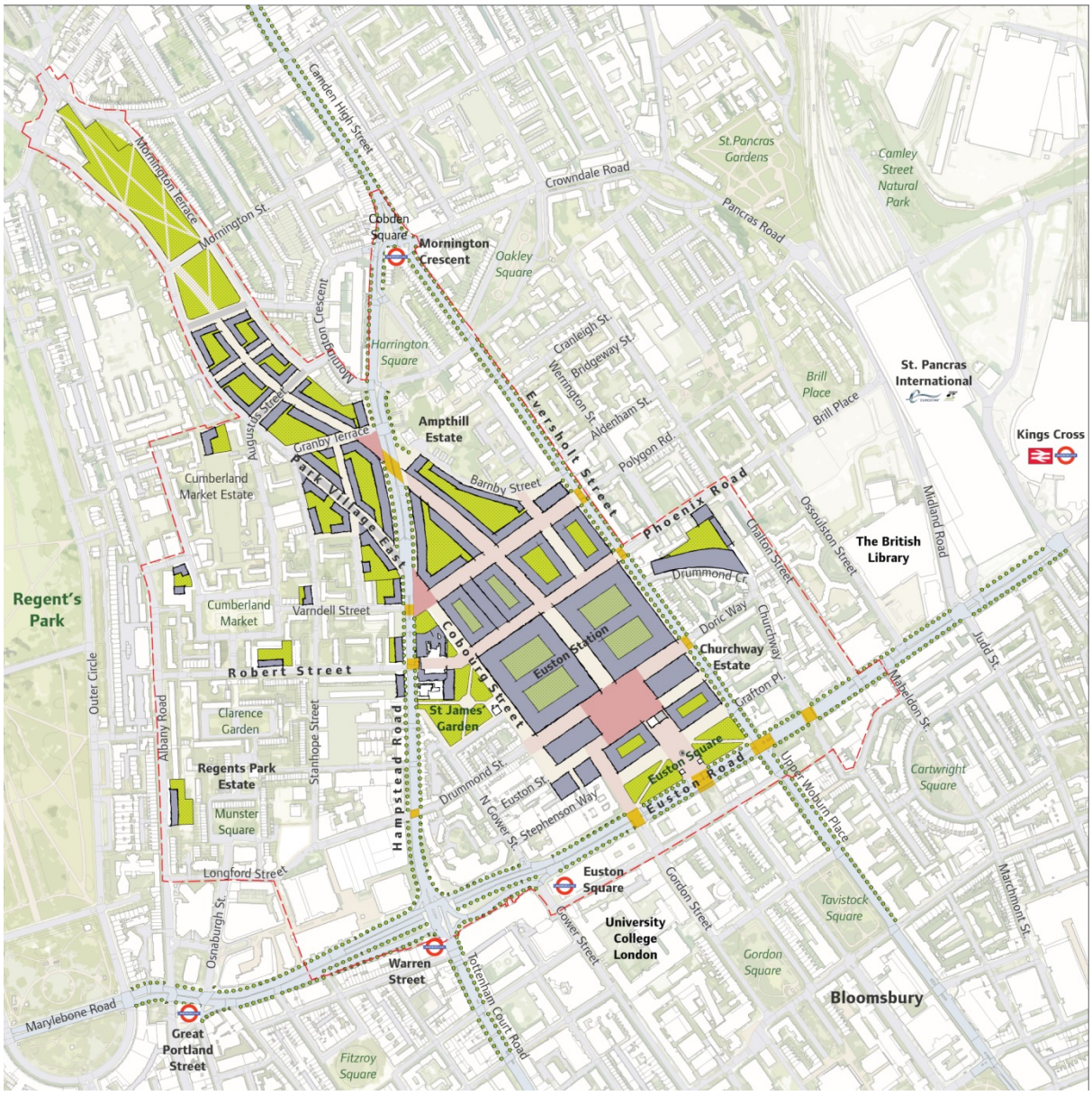


Figure 8.9: Option 1 - indicative masterplan to show potential development above a comprehensive station redevelopment with lowered tracks and platforms

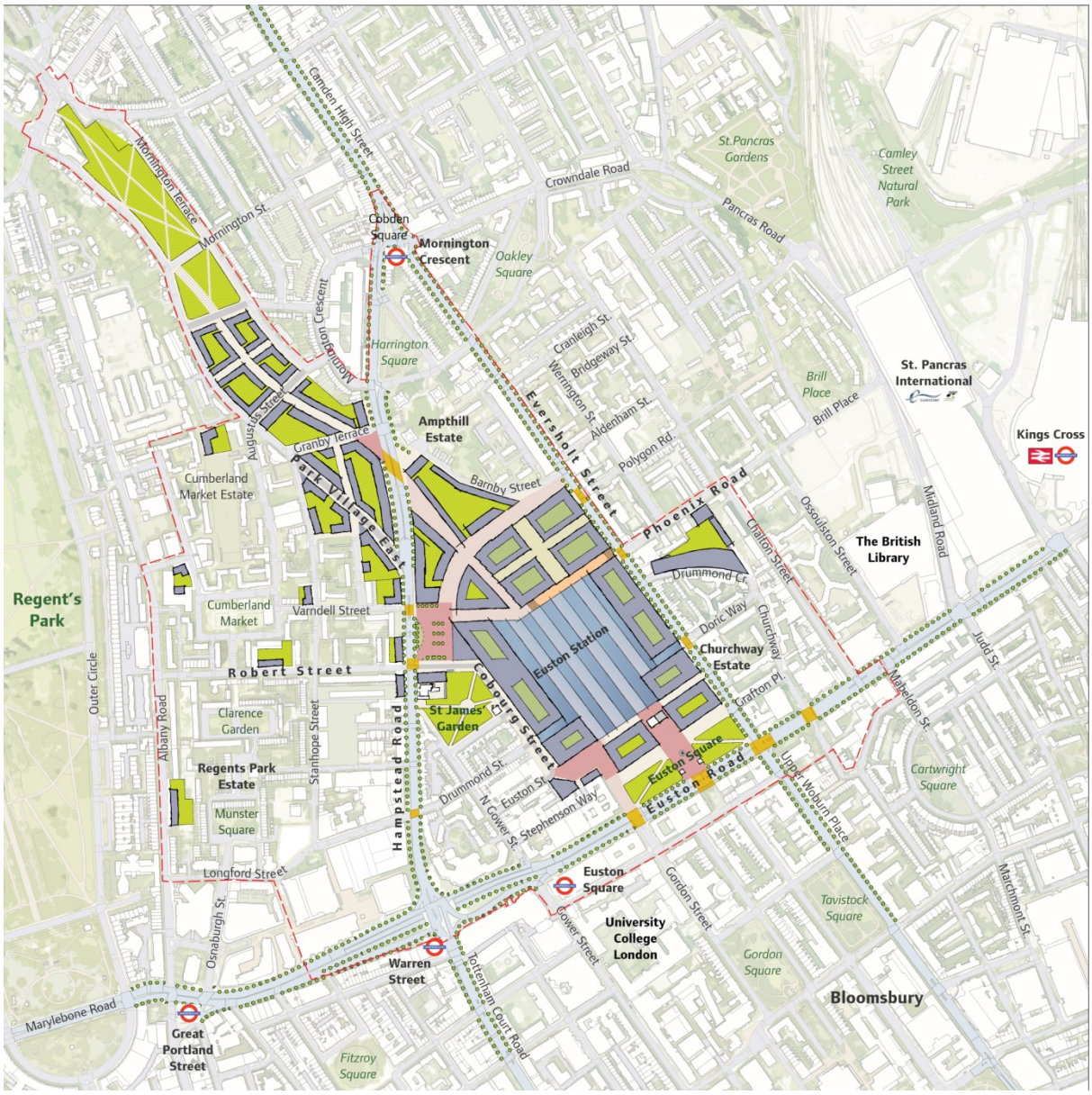


Figure 8.10: Option 2 – Indicative masterplan to show development above a new high speed station alongside a retained existing station (current HS2 Hybrid Bill scheme)

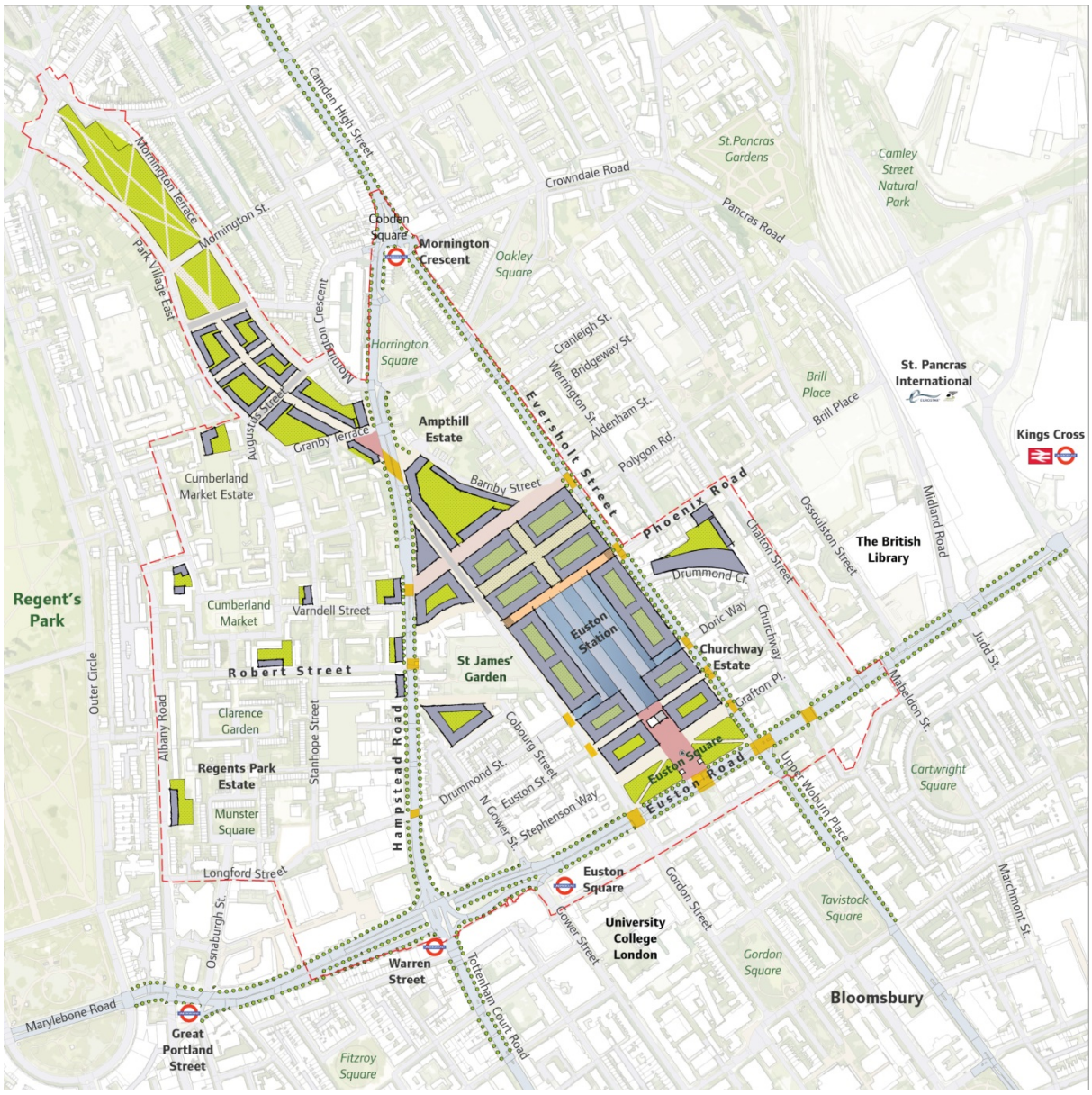


Figure 1: Option 8.11 – Indicative masterplan showing development above a redeveloped station on the existing footprint

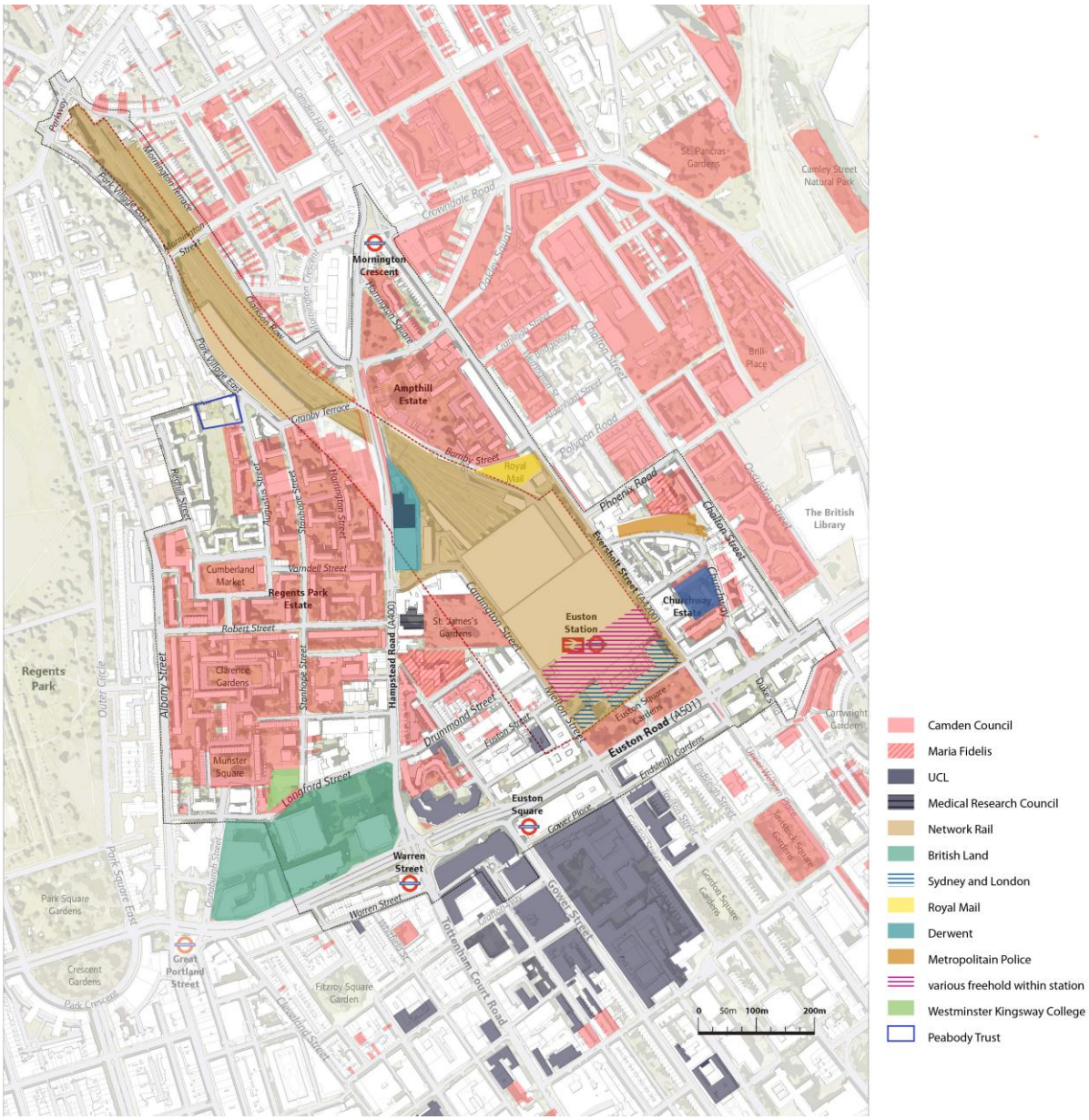
9. LAND OWNERSHIP

9.0.1 Key landowners in the Euston area are shown in figure 9.1 below, and include:

- The London Borough of Camden, in particular land and buildings in the Regent's Park, Ampthill and Somers Town Estates;
- Network Rail, which owns Euston Station
- Euston Estates, which owns the leasehold to land to the south of Euston Station
- University College London and University College Hospital, which are significant landowners in the Bloomsbury area
- Developers, such as Derwent and British Land

9.0.2 HS2 Ltd/ DfT may also take ownership of key sites in the next few years as they purchase land and buildings to facilitate the delivery of the HS2 project.

Figure 9.1 Land ownership in the Euston area



10. TRANSPORT AND MOVEMENT

Key issues

- Euston is extremely well connected, with excellent National Rail, London Underground, and bus routes, as well as proximity to key destinations such as Central London, Bloomsbury, West End, Camden Town
- There is a strong policy emphasis at national, London-wide and local levels on promoting sustainable transport modes (public transport, walking and cycling)
- The Mayor of London and Camden Council seek to promote walking and cycling by improving infrastructure and the public realm. Key initiatives include the Legible London wayfinding scheme, and Cycle Hire
- There has been a notable increase in cycling in the borough of Camden in recent years, whilst car use has reduced
- Camden expects developments in the Central London area and other highly accessible locations to be car free
- In addition to planned London Underground enhancements, the Mayor's Transport Strategy promotes the delivery of Crossrail 2 (formerly known as the Chelsea Hackney), a new line which would provide significant new rail capacity and help to mitigate the transport impacts of HS2
- Euston Road and Euston Station present barriers to north-south and east-west pedestrian movement and create a poor local environment, which detracts from the potential benefits of the area in terms of proximity to nearby destinations
- Existing transport pressures, general growth in the use of Euston Station and additional passenger numbers in association with HS2 will create a need for significant infrastructure enhancements to enable the onward movement of additional passengers.
- HS2 could have significant implications for transport provision in the Euston area. The onward movement of passengers is a key issue, with additional passenger numbers creating a need for additional transport capacity to meet increased demand

10.0.1 Transport policies at national, London and local levels all seek to promote a shift towards more sustainable transport modes. The NPPF Developments should be located and designed to give access to public transport facilities and give high priority to pedestrian and cycle movements. The London Plan and Camden Core Strategy seek to ensure that growth and development is supported by adequate transport infrastructure.

10.0.2 The Mayor's Transport Strategy sets out proposals to manage and enhance the transport system; encourage more cycling and walking; improve safety and security; improve London's environment (better streets, noise, natural environment and air quality, reduce transport's contribution to climate change and improve its resilience; and manage the demand for travel.

10.0.3 Core Strategy Policy CS11 sets out Camden's approach to promoting sustainable and efficient travel, supporting key infrastructure needed to support growth in Camden, measures to promote walking, cycling and public transport, and measures to manage private travel and freight. Many of these strategic elements are taken forward in the Camden Transport Strategy 2011, which provides a five-year transport strategy for the borough. London Plan policy 6.3 and Camden Development Policies DP16 and DP17 seek to ensure that new development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.

10.0.4 Travel choice within the Euston Opportunity Area reflects its high public transport accessibility: two thirds of the trips from or to the area in the morning 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, TfL).*

10.1 Public transport in the Euston area

10.1.1 Almost all of the Euston Area Plan area has an excellent public transport accessibility level (PTAL of 6a/6b) due to proximity to public transport links to national rail, Underground and bus services, apart from a limited area to the west around Regent's Park Barracks, which has moderate accessibility (PTAL of 3)

10.1.2 Euston, Mornington Crescent, Euston Square and Warren Street stations are all within the study area, and King's Cross and St Pancras stations are within close proximity to the east. Five London Underground lines serve the area: the Northern and Victoria lines at Euston and the Metropolitan, Circle and Hammersmith and City lines at Euston Square. The area is also well served by bus routes. Appendices 4 and 5 show the location of key public transport infrastructure in the study area.

Euston Station

10.1.3 Euston Station provides access to mainline and commuter, London underground, over ground and National Rail services (see Appendix 4 for a map of existing rail and tube services).

10.1.4 Euston Station is one of the busiest London rail termini, which leads to significant crowding on London underground services at peak times. Access to Euston underground services is currently within the National Rail station footprint, and is the only station on the network without a dedicated Underground access. Passenger counts from the Central London Termini study are also included in Appendix 4, along with existing rail crowding in the AM peak

10.1.5 The Mayor's Strategic Policy Framework calls for integrated transport and efficient, high quality interchanges. Euston Station is identified as a national and interregional interchange within TfL's Interchange Framework for improvements across London, 2012.

10.1.6 Camden Core Strategy promotes the redevelopment of Euston Station (prior to HS2 proposals) and the provision of an improved public transport interchange.

10.1.7 A number of studies have been carried out by TfL regarding Euston Station and interchange issues, including Euston Interchange: Option Development Summary Report (October 2008); Euston Interchange Report (2010); and Euston Station PERS Report (2008) Transport for London/ TRL. Key issues highlighted in these reports include:

- A poor taxi environment
- A need to improve/ reconfigure the existing bus station and increase capacity

- A need to improve the station entrance/ bus station to reduce conflicts between pedestrians, buses and general traffic
- A need to improve the environment for pedestrians including permeability, legibility and crossing capacity across Euston Road and Euston Square Gardens.
- Personal Security is compromised at the public spaces near the station, where lighting and surveillance levels are poor.

Proposals for improvements to Underground and rail links

10.1.8 The Mayor's Transport Strategy includes pledges to implement a prioritised programme to deliver station capacity and accessibility enhancements at London's most congested Underground stations, including rail interchanges. It also includes provision for London Underground service enhancements that will deliver improved capacity and services on the Circle, Hammersmith & City and Metropolitan lines (Euston Square station), and the Victoria and Northern lines (Euston Station and Warren Street Station).

10.1.9 The Mayor's Transport Strategy promotes the delivery of Crossrail 2 (formerly know as the Chelsea Hackney line), a new line which would provide significant new rail capacity on a corridor running from northeast to southwest London. The Strategy states that the project is needed in the longer term to reduce crowding on existing routes, to provide the capacity to support London's growth and to provide connections to the National Rail network, noting that the introduction of HS2 will increase this need considerably.

10.1.10 As set out in Section 2.3 of this Report, the Government has announced that Euston Station will provide the London Terminus for the proposed HS2 rail link. The additional passenger numbers associated with HS2 would place significant additional pressure on existing public transport infrastructure at Euston.

Bus connections

10.1.11 Euston Road is well served by buses with a comprehensive, high frequency network serviced by intermittent bus lanes in each direction on Euston Road. Routes that serve Euston station include east-west connections towards Baker Street/ Paddington and King's Cross/ Angel and the City, and north-south links connecting with Camden Town and the West End and Bloomsbury. There are up to 127 buses per hour in the weekday peak servicing Euston Station and up to 60 buses per hour in the weekday peak servicing Hampstead Road. Appendix 5 shows the existing bus network serving Euston.

10.1.12 There are 14 bus stops in close proximity to Euston Station, with six bus stops and four bus stands at Euston station, which are listed below and shown in Appendix 5. The current bus station at Euston Station is located between Euston Square Gardens and the office complex and is accessed from Euston Road and Eversholt Street via Euston Grove.

Bus stops at Euston Station

- Stop C: routes 10, 59, 91 and 390
- Stop D: routes 30, 73, 205, 476
- Stop E: routes 59 and 68

- Stop F: route 18
- Stop G: route 253
- Stop AP: routes 68, 253, 476

Bus stands at Euston Station

- Stand EUSTSNGS: Route 18 (3 stands)
- Stand EUSTSNSS: Route 68 (3 stands)
- Stand EUSTSNNS: Route 253 (2 stands)
- Stand EUSTNRS: Route 476 (2 stands)

10.2 The Road Network

10.2.1 Camden's Transport Strategy seeks to reduce motor traffic and vehicle emissions; improve road safety and personal security for people travelling in Camden; and effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people.

10.2.2 The Euston Area is well connected to the Transport for London and the Borough Principle Road Networks with the A400 (Hampstead Road), A501 (Euston Road) and A4200 (Eversholt Street) encircling the Opportunity Area. Euston Road is located on the boundary of the Congestion Charging zone, and provides an important east west traffic connection. Euston Road caters for approximately 72,000 vehicles per day, and is part of the London Inner Ring Road. Appendix 6 of this Report shows the Road Network surrounding Euston Station.

10.2.3 The Camden Transport Strategy highlights the severance impacts of Euston Road, which cuts off some of the most deprived communities of St Pancras and Somers Town from services and amenities south of the borough. As indicated in paragraph 12.4 of this report, Euston Road also suffers from significant air quality issues associated with traffic emissions.

10.2.4 TfL ACCSTATS collision data has been analysed for 36 months to end May 2012, during this period there were a total of 324 reported collisions, of which 3 were fatal and 38 were serious. The 3 fatal collisions were all pedestrians who crossed the road in front of moving vehicles at Euston Road / Fitzroy Street junction, Islington Place / Eversholt Street junction and at Euston Road / Tottenham Court Road junction. Out of the 38 serious collisions, 15 (39%) were along Euston Road and 9 (24%) were on Hampstead Road.

Reducing car use

10.2.5 Car use in the Euston area is comparatively low, even compared to the borough average. 72% of households in the study area have no car or van. This is noticeably higher than the borough average of 61% (2001 Census). Car ownership has fallen noticeably in the last ten years, with levels in the study area and Camden falling by 6% and 5% respectively.

10.2.6 Camden's Core Strategy and Development policies expect development to be car free in the Central London area and other areas that are easily accessible by public transport. In 2011/12 157 dwellings (44% of all completed dwellings) were designated as 'car free' - not having a parking space or permit. In 2010/11 359 homes were designated as car free (66% of all completed homes). The number of car free dwellings designated each year is affected by

the number of schemes received and their location in the borough. (Camden 2011/12 Annual Monitoring Report).

10.2.7 The 2011/12 Camden Annual Monitoring Report (AMR) indicates that car use is declining in the borough. Car use has decreased by 14% from 2006 to 2012, whilst cars have declined as a proportion of traffic from 47% in 2006 to 44% in 2012.

10.3 Public realm, walking and cycling

Walking links and public realm

10.3.1 The Opportunity Area is linked to the Strategic Walk Network and is accessible to UCL and Somers Town within a five minute walk, the British Library, Regents Park, King's Cross and St Pancras within ten minutes, the British Museum within 15 minutes, and Oxford Circus within a 20 minute walk.

10.3.2 Euston Road currently forms a barrier between central London and the Euston Station area, in combination with the existing bus station and Euston Square Gardens (see Section 8 on urban design for further analysis of permeability issues in the Euston area). Euston Station also acts as a barrier to east-west movement, cutting off the communities of Somers Town and Regent's Park estate. Pedestrian counts, PERs audit and Level of Comfort studies have been completed as part of the Euston Area Plan Transport Study and will provide a picture of the existing pedestrian desire lines and environment.

10.3.3 The Mayor's Transport strategy aims to improve the quality and provision of information and resources for walking, especially at stations, interchanges and in town centres, including though extensions to the Legible London wayfinding scheme. Legible London signage is being rolled out across a variety of locations in Camden, including Euston.

10.3.4 A number of public realm improvements are proposed in and around the Euston area, which are included in the Camden Transport Strategy. These include:

- The Euston Circus project, which has Major Project funding secured to deliver junction simplification and significant improvements to the public realm and pedestrian accessibility across Euston Road;
- Bloomsbury Streets for People, which will include a range of public realm improvements (also secured through Major Project funding);
- the West End project, which includes introducing two-way traffic on Tottenham Court Road/Gower Street (also secured through Major Project funding);
- Euston Station to St Pancras Station Walking Route: walking route improvements on Brill Place/Phoenix Road to connect the two busiest rail stations in Camden. Measures to include lighting, footway surface improvements and improved crossings.
- West Euston: public realm improvements potentially including pedestrian footway and crossing facilities, investigate potential for cycling and pedestrian permeability improvements, improved signage and lighting, street trees and increased cycle parking where appropriate.

Cycling links

10.3.5 The promotion of cycling forms an important part of the transport strategies both for the Mayor of London and Camden. The Euston area is well served by the Cycle Hire Scheme and is linked to the Strategic Cycle Network. There are cycle racks located at the front of the station, with over 280 cycle stands currently at Euston Station.

10.3.6 The Euston area is accessible to the British Library, Regents Park, Kings Cross and St Pancras within a five minute cycle, Camden Town, Oxford Circus within ten minutes, Westminster within 15 minutes and Victoria Station and Waterloo within a 20 minute cycle.

10.3.7 The Mayor's Cycle Hire Scheme has already been rolled out in Central London: with the potential to expand the scheme in Inner London to further increase cycling trips. There are currently 50 Cycle Hire stands within the wider Euston area.

10.3.8 In addition to the Cycle Hire Scheme, the London Plan, Camden Core Strategy and Camden Development Policies seek to increase the availability of cycle parking as part of new development, and to enhance cycle links. Cycle Parking standards are set out in Table 6.3 of the London Plan, with local standards set out under Camden Development Policy DP18.

10.3.9 The 2011/12 Camden AMR indicates that cycling is becoming increasingly popular. Cycle use in Camden increased by 70% from 2006 to 2012. Screenline data indicates that cycle flows increased from 9% to 16% of the proportion of traffic in the same period.

10.4 Taxis

10.4.1 The taxi drop off and pick up facilities at Euston Station are currently located at basement level at the southwest corner of the station, accessed from Melton Street via one way ramps.

10.4.2 Euston Station operates a fixed fare sharing taxi management system in the morning peak. TfL have advised that in future the scheme should be reintroduced in order to encourage more ride sharing and higher occupancy rates.

10.5 Freight movement

10.5.1 Off-street delivery facilities currently exist under the station concourse and on the parcel deck above station. Vehicles making deliveries under the station concourse and on the parcel deck use a one-way entry and exit system.

10.5.2 The High Speed 2 – Identifying opportunities for freight at Euston and Old Oak Common, University of Westminster, 2013 report identified that Euston station generates approximately 650 delivery, collection and servicing trips per week and the average dwell time of goods vehicles is approximately 20 minutes. The station has not seen any regular rail freight services since 1996.

10.5.3 Access to the station for delivery and servicing activity is available 24 hours a day, seven days a week. The station receives sizeable out-of-hours deliveries between 0000 and 0700.

10.5.4 The University of Westminster, 2013 report identified that there are issues with vehicle queuing on Eversholt Street, awaiting access to off-street facilities, and on-street deliveries on Melton Street (mostly at night).

Sustainable freight trials

10.5.5 There is currently a freight trial being undertaken from Euston Station. The LAMILO project is funded under the European Union's Interreg IVb programme and investigates initiatives to reduce the impact of 'last mile deliveries'. It also trials the replacement of heavy goods vehicles bringing freight into London by replacing them with a rail service into Euston station. Using under-utilised capacity, the goods are then transferred onto low emission vehicles for example electric vans, for delivery to their final destinations.

10.5.6 Another freight trail is also underway within Camden. The GNEWT Cargo trial involves freight consolidation within Camden and throughout zone 1 and last-mile deliveries using zero-emission electric vehicles including cargo cycles. This trial has the potential to encourage a decrease in freight vehicles within the area and result in air quality improvements.

10.6 Euston Transport Study

10.6.1 Transport for London has prepared a Transport Study for Euston, which sets out in more detailed the transport context for the Euston Area and the ways in which the Euston Area Plan would help to address this context and support growth and development in the area.

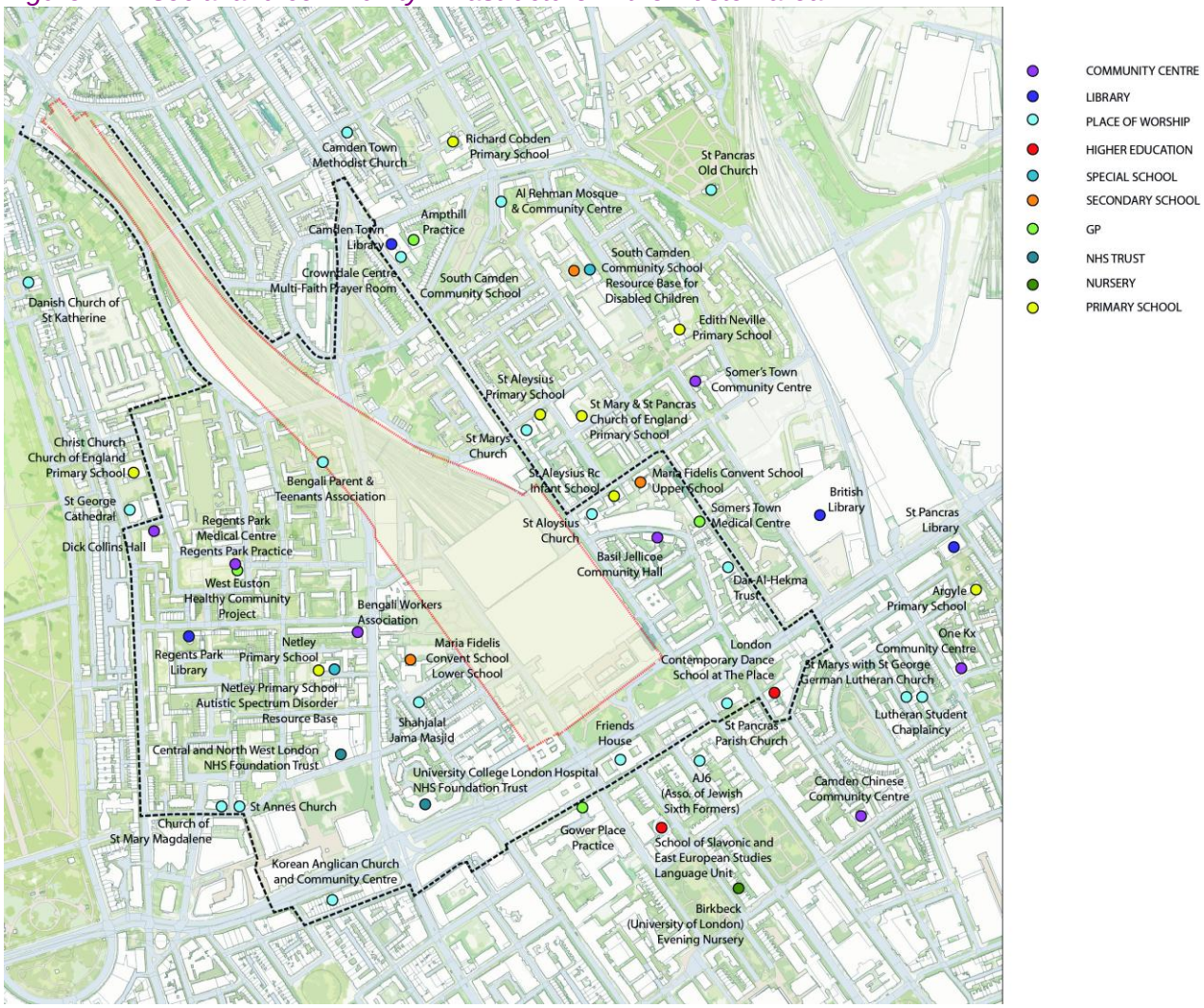
11. SOCIAL AND COMMUNITY INFRASTRUCTURE

Key issues

- There are a range of community facilities and services within and surrounding the study area, including education and health facilities, community centres and libraries, and open spaces
- Maria Fidelis Lower School is very close to the proposed HS2 construction work. There are aspirations to consolidate the school with the upper school on Phoenix Road in advance of the construction of HS2 which HS2 Ltd is assisting with.
- Bloomsbury is home to a significant cluster of Higher Education institutions, including the main campus for University College London
- There is a nationally significant cluster of medical and specialist medical research uses in and around the study area including University College Hospital, and research uses such as the Francis Crick Institute and the Wellcome Trust
- Regent's Park Library was closed in 2013
- Key community organisations operate in the area include the Bengali Workers' Association and the West Euston Partnership
- HS2 would result in the loss of two thirds of St James's Gardens open space as well as half of Hampstead Road open space: the Euston Area Plan will seek to set out how this space could be re-provided
- Improvements to the quality of and accessibility to existing open spaces may form an important part of future open space strategy in the Euston area.
- The London borough of Camden applies a standard of 9 sqm per person when assessing the appropriate contributions to open space from residential developments

11.0.1 There are a range of community facilities and services within and surrounding the study area, including education and health facilities, community centres and libraries, and open spaces.

Figure 11.1 social and community infrastructure in the Euston area



(please see Figure 11.2 for a map of open spaces in the study area)

11.0.2 The NPPF highlights the role of planning in promoting healthy communities. Planning should support the provision of community facilities and promote strong communities, safe, mixed and vibrant neighbourhoods, accessible and legible developments and open space to encourage active lifestyles.

11.0.3 Camden's Core strategy (policies CS10 and CS16) and Development Policy DP15 set out Camden's approach to protecting existing, and promoting the provision of new community facilities to meet local needs. The Core Strategy includes a list of infrastructure projects to support growth in the borough, including education, health and other community infrastructure.

11.0.4 Supporting community infrastructure can be delivered as part of new development through Section 106 agreements and, increasingly, through the use of Community Infrastructure Levy (CIL) funds. More information about s106 agreements and CIL is provided in Section 14.

11.1 Education

Primary schools

11.1.1 There are three primary schools within or on the boundary of the study area:

- Netley Primary School, which is located to the west of Euston Station;
- St Aloysius RC Infant School, to the east; and
- Christ Church CE Primary School.

11.1.2 There are a number of other primary schools around the study area – these are listed in Appendix 8.

11.1.2 GLA 2011 Camden development population projections show that across the borough between 2012 and 2022 there is forecast to be 2.0% growth in the number of 4 year olds, 6.7% in the number of 4-10 year olds. The development in planning area 4 (St Pancras Somers Town/ Regents Park) forecasts growth over the same period of the number of 4 year olds at 24.4% and 4-10 year olds at 28.3% and is largely attributable to the Kings Cross development in St Pancras & Somerstown. Current pressure on the ground for reception places is being felt in the north/north west of the borough (particularly north west) and not in the south where there are currently reception vacancies (Oct 2012).

11.1.3 Two additional forms of entry will be provided as part of development at King's Cross Central (to the east of the study area) from 2015/16. This additional capacity will meet the anticipated extra demand created by development taking place in the area until the end of the current places planning period to 2021/22.

11.1.4 The redevelopment of Netley School will provide a new school building and nursery and primary pupil referral unit, as well as residential units, public space and, potentially, a new community building for the Surma Centre. Planning permission was granted for the residential and education facilities in October 2012 (Planning reference 2012/2089/P).

Secondary schools

11.1.5 There are two secondary schools within or very close to the study area:

- Maria Fidelis Convent School. This is provided on a split site; both buildings are within the Euston Area Plan boundary, on North Gower Street (Lower School) and on Phoenix Road (Upper School).
- Regent High School, which is located just to the east of the study area, on Chalton Street.

11.1.6 The Lower School on North Gower Street would be very close to the construction works for HS2, should the scheme proceed. Camden Council has highlighted that due to the significant impacts of HS2 on the Lower School and this could threaten its viability as an educational facility.

11.1.7 GLA 2011 Camden development population projections suggest a growing population (slightly lower than in previous years) between 2012-22 for 11 year

olds of 10.8% and 11-15 year olds of 11.5%. There are sufficient places within the secondary sector with vacancies for year 7 transfer in the south of the borough.

11.1.8 Analysis of 2012 School Roll Projections and additional child yield from known housing developments in the area are projecting an increase in the secondary aged population, but the introduction of the new 6 form of entry (FE) UCL academy in the north west of the borough from September 2012 should provide sufficient places to meet demand until around 2015/16. After this date there could potentially be more pressure for places across the borough. However Regent High School is being remodelled to create capacity for an additional 2FE which could relieve this pressure. The school is also currently under-subscribed.

11.1.9 Whilst some growth will already be accounted for in school place planning (for example growth already envisaged through the Core Strategy and housing monitoring), there is a need to consider impacts of growth in the Euston Area Plan area in terms of demand for school places and possible provision of new facilities, (particularly in relation to growth above and beyond that which has already been identified. The annual places planning process considers all aspects including births, projections, and latest child yield forecasts from local housing developments known at the time but are subject to change as housing development plans and population projections vary over time and the Euston area may result in additional requirements. Furthermore, places planning cannot fully take into account parental preference but provides a framework to enable Camden to fulfil its statutory obligation of ensuring there are sufficient school places in the borough.

Universities

11.1.10 Bloomsbury is home to a significant cluster of Higher Education institutions, including the main campus for University College London (UCL). UCL is London's leading multidisciplinary university, with 8,000 staff, 25,000 students and a leading research institution. It is one of the top four universities in Europe and one of the top 10 in the world. UCL's 2012 *Research strategy* sets out a number of aims including:

- enhancing its position as one of the world's leading research institutions; and
- becoming a global leader in enterprise and open innovation, supporting and promoting effective knowledge exchange, innovation, entrepreneurship and collaboration with commercial and social enterprises

11.1.1 UCL has produced a £500 million Masterplan for the reconfiguration and refurbishment of its Bloomsbury estate, to be delivered over the next 10 years. The masterplan will increase the density of activities in Bloomsbury by 10% allowing more efficient use of space. However, despite this, UCL predicts that the Bloomsbury campus will become capacity constrained from 2015 onwards due to the restricted scope for long term expansion to meet its future plans.

11.1.1 UCL also has longer term proposals to open a second, £1bn campus close to the Olympic Park, Stratford. It is anticipated that the campus would augment UCL's existing Bloomsbury provision, providing a research-led hub

that would accommodate postgraduate study and research as well as housing for students and staff.

11.1.13 Other higher education facilities in Bloomsbury include University of London, Birkbeck College, and the School of African and Oriental Studies, as well as the Royal Academy of Dramatic Art (RADA).

11.2 Health facilities

11.2.1 There is a nationally significant cluster of medical and specialist medical research uses in and around the study area. This includes the University College Hospital cluster to the south of Euston Road, and research uses such as the Francis Crick Institute (Brill Place) and the Wellcome Trust (Euston Road).

11.2.2 There is also a range of smaller scale health facilities in the area that serve the needs of local people.

Hospitals

11.2.3 University College Hospital has a range of health and research facilities in the Bloomsbury area, and continues to deliver new and improved facilities as part of its portfolio.

11.2.4 Within the study area, the new University College Hospital Main Wing (A&E department) on Euston Road opened in 2005, and offers a range of services including accident & emergency, hyper-acute stroke unit, cancer care, critical care, general surgery, dermatology, general medicine, general neurology, orthopaedics and paediatric & adolescents.

11.2.5 In November 2008, maternity and neonatal services moved to the Elizabeth Garrett Anderson (EGA) Wing, which is located behind the UCH Main wing.

11.2.6 To the south of these facilities, the Bloomsbury area is also home to a cluster of other UCH facilities that house both treatment centres (such as the Hospital for Tropical Diseases, Royal Ear Hospital and the UCH Cancer Centre, which opened in 2012) and a range of research facilities.

11.2.7 There are strong links between University College Hospital and University College London. UCH staff provide clinical teaching to UCL students, and medical students undertake clinical training at UCH in years 3, 4 and 5 of their course. At the same time, medical students often go on to work at UCH in the future.

11.2.8 To the north/ east of the study area is St Pancras Hospital, on St Pancras Way. The hospital focuses on service relating to mental health issues including an inpatient rehabilitation unit, mental health continuing care for older people, a carers' support service and acute in-patient mental health care

GP surgeries

11.2.9 There are a number of GP surgeries within the Euston area, which provide everyday medical care for local people. There is a relatively even distribution

of surgeries around the study area (see Figure 11.1). Appendix 7 provides a list of GP surgeries in the area.

11.2.10 Within Regent's Park Estate, the West Euston Healthy Community Project (WEHCP), a partnership of local organisations working together to tackle health inequalities in the West Euston area. The partners provide a wide range of health related activities at the H-Pod Healthy Living Centre at Cumberland Market and at other sites in Regent's Park ward.

Information currently being sought front NHS Camden regarding capacity and issues relating to future growth.

11.3 Other emergency services

11.3.1 The London Fire Brigade Asset Management Plan indicates that the Euston Fire Station (172 Euston Road) is to remain in place. It will therefore continue to provide an important emergency service for this part of London.

11.4 Community centres and libraries

11.4.1 There are a range of community centres in the study area, which are listed in Appendix 7. these provide meeting places and services for local people. Many buildings are owned by Camden Council and leased to voluntary and community sector organisations which provide services, although in some cases services are provided by the Council itself. Dedicated amenities are provided in the area for young people, for example at the Surma Centre and the Samuel Lithgow Youth Centre.

11.4.2 The Surma Centre is located in the Regent's Park Estate, and provides services for the local Bengali population through the Bengali Workers' Association. It is to be replaced with new facilities, potentially as part of the redevelopment of the Netley School site (see paragraph 8.1.4 above).

11.4.3 The West Euston Partnership is an alliance of local community, voluntary, public and private sector organizations set up by local people. It currently operates from two premises: a temporary building at the junction of Hampstead Road and Robert Street, and the H-Pod healthy living centre on Cumberland Market. The Partnership runs projects to improve health, help reduce social isolation, create jobs and enhance the environment. It will be moving from the temporary building in 2013 to new premises in the Regent's Place development, which are to be provided by British Land under a S106 agreement for the development.

11.4.4 The Silverdale tenants' hall on the Regents Park Estate and the tenants hall of the Ampthill Estate could be lost should HS2 proceed, as a result of the proposed expanded footprint of Euston Station.

11.4.5 Camden Town Library, at the Crowndale Centre is the main library resource in the area.

11.4.6 Given the costs involved in running new community centres, it is likely that new community facilities will not be required as part of new development due to the financial obligations on the Council to run facilities over the longer term. It is therefore likely that contributions towards the maintenance, improvement and (where appropriate) enhancement of existing community facilities and

services will be sought in order to meet needs generated by new development.

11.5 Open space

Planning policy relating to open space

11.5.1 The National Planning Policy Framework, the London Plan and the Camden Core Strategy seek to protect existing open spaces. The London Plan (policy 2.18) sets out the Mayor's aim to protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure. It also supports the All London Green Grid (policy 2.18) and the greening of the urban environment (policy 5.10). Under Camden's Core Strategy (policy CS15), Camden will protect designated open spaces and other suitable land of 400sqm or more on large estates with the potential to be used as open space. Policy C15 of the Camden Core Strategy states that the Council will also tackle deficiencies and under-provision and meet increased demand for open space by:

- providing additional open space at King's Cross as well as securing additional open space in the growth areas, including Euston.
- Securing improvements to publicly accessible open land on the Council's housing estates.
- Securing other opportunities for additional public open space.
- Ensuring that developments make an appropriate contribution to the supply of open space, with a standard of 9 sq m open space per person). This should be through on-site provision where possible, as well as improvements to open spaces, access arrangements and connections between spaces from developments that create an additional demand for open space. Further details regarding Camden's open space standards are set out in chapter CPG6 (Amenity) of the Camden Planning Guidance SPD.

11.5.2 The London Plan and Camden Core Strategy and Development Policies seek to ensure that development that is likely to lead to an increased use of open space should make an appropriate contribution to the supply of open space. Supporting this, the Camden Site Allocations seeks the on-site provision of new open space as part of developments in the Euston area, in particular at Euston Station (site 9), 132-140 and 142 Hampstead Road (site 10) and Granby Terrace (site 11).

11.5.3 The Mayor's *Providing for Children and Young People's Play and Informal Recreation SPG (2008*) sets out a requirement to provide 10 square metres of play and recreation space for every child in new housing developments. It also states that appropriate and accessible facilities within 400 metres for 5-11 year olds or within 800 metres for 12 plus age groups may be acceptable alternatives.

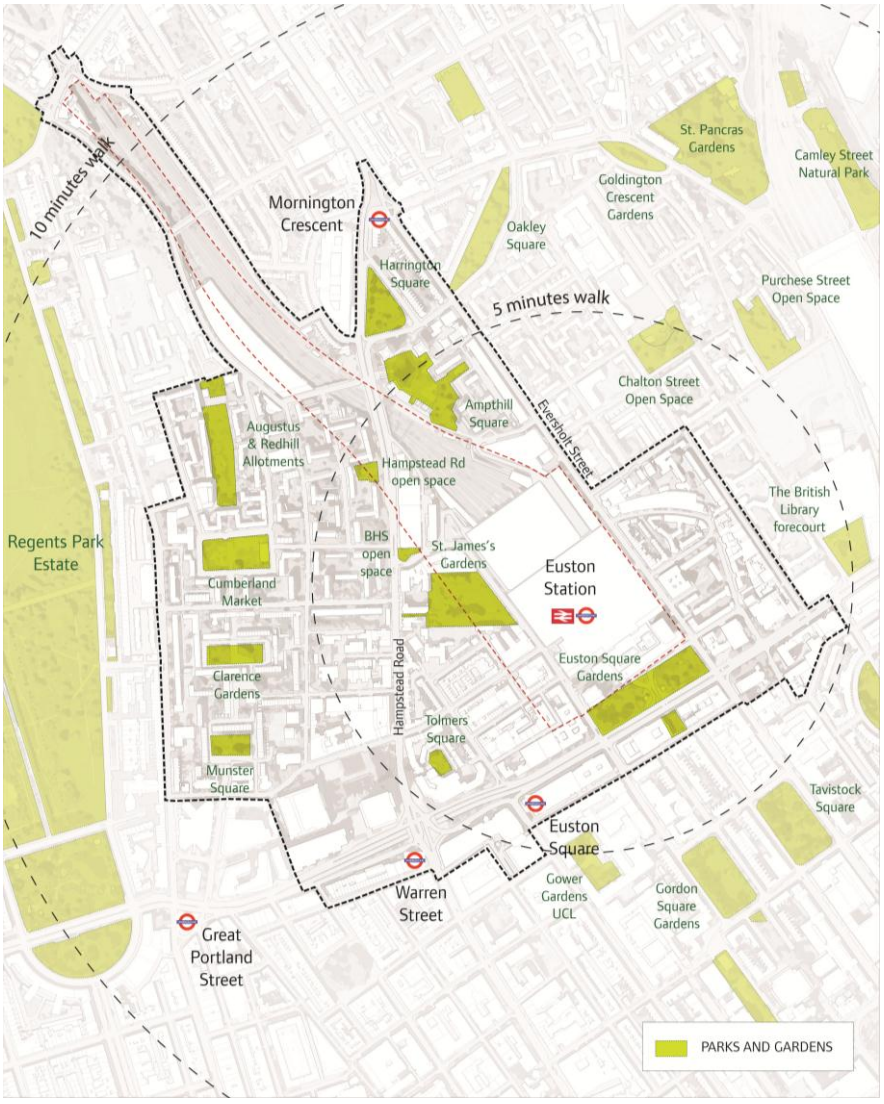
11.5.4 Under Camden Development Policy DP31, Camden applies a standard of 9 sq m of open space per occupier for residential development, and 0.74 sq m per worker for commercial development, when assessing the open space contribution required form developments. The Camden Planning Guidance SPD sets out how this standard is applied, including relating to on-site and off-site provision.

Open space in the Euston area

11.5.5 Open spaces in the Euston area play a valuable role in providing amenity space for residents, visitors and the local working population. They also have a role in mitigating the effects of climate change: Camden's Sustainability team has advised that any investment in and improvements to open spaces should take opportunities to act as storage for water in extreme flood events. This is particularly true of Euston Square Gardens and St James's Gardens.

11.5.6 There are a range of designated open spaces in and around the study area (see Figure 11.2 below). To the west of the Euston Area Plan area is Regent's Park, a Metropolitan Park which provides a range of informal and formal recreational facilities. However, access to this park is restricted by poor quality links between spaces and across housing estates. Camden's Parks and Open spaces team has advised that improvements to open spaces should occur alongside improvements to their accessibility.

Figure 11.2 Open spaces in the Euston area



11.5.7 The following designated public open spaces are located within the study area:

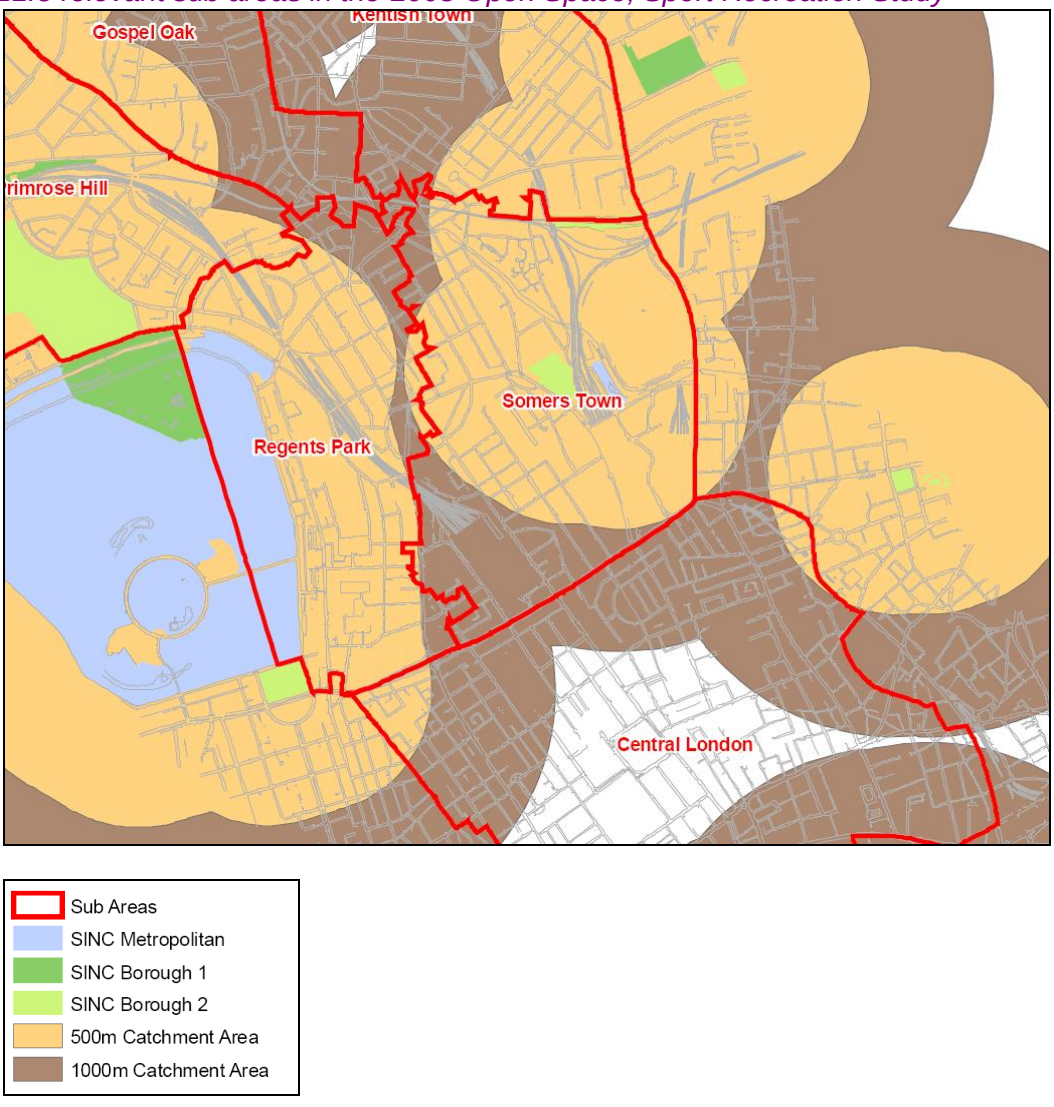
- Euston Square Gardens: A designated London Square immediately south of Euston Station. This open space has listed buildings within it and at its edge, one of which is within the station footprint and would be lost were HS2 to proceed in its currently proposed form. It also contains a significant number of mature London Planes of high value. While the Gardens historical value and trees of significant importance, the space is not utilised to its maximum potential due to the close proximity to, and poor landscaping from the Euston Road. Due to its proximity, the redevelopment of Euston Station (with or without HS2) could have a significant impact on the role and character of this open space.
- St James's Gardens, which includes a number of listed structures associated with its previous use as a graveyard. Approximately two thirds of this open space would be lost were HS2 to proceed, as it is required to accommodate the expanded station footprint
- BHS Garden public open space: a small open space immediately west of the proposed expanded (HS2) Euston Station footprint
- Hampstead Road open space: half of this open space would be lost as a result of HS2 due to the expanded station/ track footprint
- Munster Square, Clarence Gardens and Cumberland Market: these three open spaces are located within Regent's Park Estate and were previously connected as part of the original John Nash masterplan for the area. Munster Square and Clarence Gardens were designated as London Squares under the 1931 London Squares Preservation Act. While currently of a low quality these spaces are heavily used by the local population, in particular dog walkers.
- Augustus and Redhill Allotments: located to the north of Cumberland Market on the Regent's Park Estate, on the site of the Cumberland Basin. After WWII the old canal basin was filled in and covered with topsoil, and became the base of the Crown Tenant's Horticultural Society, who turned the basin into allotments as part of the Dig for Victory campaign. The allotments survive as one of oldest running and largest collection of horticultural allotments in London, and are of historic interest as well as an important local amenity.
- Allotments and Multi Use Games Area, William Road: a small allotment and open multi use games area within the Regent's Park Estate.
- Harrington Square: designated as a London Square under the 1931 London Squares Preservation Act. The square comprises a triangular garden which is surrounded on all three sides by roads. The amenity value of the square and its mature trees are identified in the Euston Historic Area Assessment as positive features. The Assessment also highlights the negative impact of heavy traffic on the amenity of Harrington Square
- Ampthill Square: this open space is designated as a London Square under the 1931 London Squares Preservation Act. However its historic integrity and role as an open space is reduced as a result of its seclusion within the Ampthill Estate.

- Tolmers Square: set with a fairly enclosed setting of predominantly 1970s development, the space is used informally as a kick about area. It is located in the south east of the study area
- The Garden of Friends, Friends House: a small open space located in a small area between Friends House and Leslie Foster House. The space fronts onto Euston Road, and would have originally formed part of Euston Square Gardens before most of the southern part (south of Euston Road) was lost to built development.

11.5.8 Other designated open spaces close to the east of study area include Chalton Street Open space, Purchese Street Open space and Oakley Square. To the south of the study area are Gower Gardens, Gordon Square Gardens and Tavistock Square.

11.5.9 The 2008 Open Space, Sport Recreation Study (the 2008 study) assesses the quantity and quality of open spaces in the borough, and the need for new open space in the future. Specific advice is provided in relation to the Regent's Park, Somers Town and Central London sub areas. This is summarised below.

Figure 11.3 relevant sub areas in the 2008 Open Space, Sport Recreation Study



Regent's Park sub area: issues and priorities

11.5.10 The 2008 study states that proximity to Regents Park provides residents with easy access to a Metropolitan Park, which contains a range of informal and formal recreational facilities. However, consultation results from the 2008 *Euston: A Framework for Change* and the initial 2012 consultation on the Euston Area Plan indicate that in practical terms, connectivity to the park from the east (i.e. from Regent's Park Estate) is limited, with only one link from Albany Street into the east side of the park.

11.5.11 Other open spaces in this sub area include three linked spaces at Munster Square, Clarence Gardens and Cumberland Market. These provide amenity space for residents in the Regent's Park Estate, although their wider use (by those less familiar with the estate) may be limited due to the lack of legibility within the estate, which may make it difficult to access for those from other areas.

11.5.12 The 2008 study identifies a small area of public open space deficiency in the south of the sub area, and indicates deficiencies in the quantity of and accessibility to play provision and play provision. However, Camden's Parks and Open Spaces team has indicated that current open space issues are more focused around the need to improve the quality of and accessibility to existing open spaces. They have correlated the existing spread of play provision with indicators of deprivation, income deprivation affecting children and estimated change in child population until 2022. The areas most affected have suitable play provision, although slight deficiencies were identified central part of Regents Park sub area.

11.5.13 The 2008 study concludes that the priority for investment and improvement in Regents Park sub area will be to achieve quality improvements at those sites that are low quality or value:

- Munster Square: currently low quality and low value. Suggests repainting railings, removal of graffiti, replanting and landscaping. Potential to improve cultural and social value of the site by creating links with adjacent church and housing areas with a view to hold small scale community events.
- Clarence Gardens: also currently low quality and low value. Suggest improvements to landscaping and introduction of planting, repair and painting of existing fencing, improvements to existing hard landscaping.
- Hampstead Road open space: currently high quality but low value open space. Suggests improvements to quality of open space through replanting/ landscaping, improved cleansing, increase the size and range of play equipment in the play area.
- There is potential to improve the amenity value of some of the open space within the Hampstead Road estate, by introducing improved hard and soft landscaping.
- Tolmers Square is situated in an area of public open space deficiency. This small site could benefit from a redesign that provides dedicated children's play and better landscaping.
- Albert street estate – improved planting and landscaping, provision of seating and children's play both informal and formal provision.

Somers Town sub area: issues and priorities

11.5.14 The 2008 study notes that Somers Town has the fewest open spaces of any of the sub areas within Camden. Publicly accessible open spaces in this sub area generally have limited functions providing areas for sitting out, and in some cases children's play. The amenity value of these spaces is important, providing a break from the built up character of area. Furthermore, officers note that areas to the east of Euston Station have poor accessibility to the open spaces located to the west of the station due to its barrier effect.

11.5.15 New open spaces being delivered as part of the King's Cross Central development will make a significant contribution towards meeting some of the needs within this sub area.

11.5.16 The 2008 study states that the priority for investment and improvement in the Somers Town sub area will be to achieve quality improvements at those sites that are low quality or value, and seek allotments and nature conservation areas. Key issues and priorities for investment and improvements highlighted in the study include:

- A lack of allotments within the sub area and entire sub area beyond the catchment of an allotment;
- A small area of deficiency in access to the natural environment;
- "Euston station development provides a good opportunity to develop a new large public open space. The existing open space at the site could be reconfigured, and the potential to deck over part of the railway should be investigated. New open space should include children's play, court based sports facilities and community gardens."
- Chalton Street open space (outside Euston Area Plan boundary): enhance existing facilities, in particular by providing new seating and improvements to the play area.
- Purchese Street Open Space (outside Euston Area Plan boundary): currently low quality and low value. Improve the quality of infrastructure in particular railings pathways, and the play area. Potential exists to provide a nature conservation area, which would help meet some deficiencies
- Improvements also suggested for Goldington Crescent Gardens, further away from the Euston Area Plan boundary.

Central London sub area: issues and priorities

11.5.17 The southern part of the Euston Area Plan area (immediately south of Euston Road) is within the Central London sub area, which is characterised by small open spaces mainly in the form of London squares. A large number of open spaces are in private ownership and not accessible to the public. Most open spaces provide for informal recreation, with a limited number of children's play areas and community garden spaces.

11.5.18 Opportunities for new open space as part of new development are limited due to the small nature of most development sites. Key issues and priorities for the sub area include:

- Below recommended public open space quantity standard.
- Currently no allotments within the sub area, however there is access to community gardens;
- Areas of deficiency in access to nature conservation;

- Improvements suggested for Judd Street, Regent Square and Wicklow St open spaces (none of which are within the Euston Area Plan area).

11.5.19 Camden's Parks and Open Spaces team have indicated that, because of the shortage of open space in this sub area, opportunities should be sought to enhance access to the open spaces to the north of Euston road, including Regent's Park.

11.6 Public houses

11.6.1 Local public houses that serve a community role are also considered to be community facilities in the Camden local development framework. There are a number of public houses across the study area. In recent years, the Sovereign (Regent's Park Estate) and Cape of Good Hope (Albany Street) public houses have closed, although a number of other public houses remain in the area.

12. Culture, entertainment and leisure

Key issues:

- Culture, entertainment and leisure uses play a key role in London's world city role, establishing it as a major visitor and tourist destination, attracting visitors, workers and investment and directly contributing to the economy and jobs in the capital;
- There is a range of major cultural institutions and leisure uses close to and within the study area;
- Camden's Core Strategy promotes cultural, leisure and tourist uses in the Central London area to reinforce the role and character of the area;
- There is a need to manage the impact of such as can have impacts on surrounding communities and transport infrastructure, and can raise community safety issues

12.1 The Mayor's Economic Development Strategy highlights the importance of the leisure industry to the London economy. Leisure, entertainment and tourism cover a wide variety of uses including hotels, restaurants, and a range of visitor attractions such as theatre.

12.2 The cultural sector is a major employer and economic generator, with a turnover of over £18bn. Culture plays an important role in boosting the visitor economy, ensuring London's position as a global capital for creativity and commerce.

"London is one of the most significant centres of cultural, artistic and intellectual life, with unrivalled collections of art, historical artefacts and architecture stretching across centuries and continents. At the same time, the city sets cutting-edge trends in contemporary culture, attracting the best and brightest of the world's talent in the arts, fashion, film, design, music and theatre" (Cultural Metropolis – the Mayor's economic development strategy, p7).

12.3 Culture also plays a key role in attracting people to London to live, work and invest, which is also important in maintaining the capital's world city status.

"London has a deserved global reputation for a rich and diverse cultural offer. Its thriving artistic and cultural life makes the capital a vibrant and exciting place to live, work and enjoy. London's cultural offer is a major factor attracting investors, entrepreneurs and highly skilled workers" (Mayor's Economic Development Strategy paragraph 2.29)

12.4 Cultural Metropolis, the Mayor's Economic Development Strategy seeks to ensure continued support and investment for the cultural and creative sectors.

12.5 As an inner and central London borough, Camden accommodates a range of cultural, leisure and entertainment uses. There is a range of major cultural and leisure attractions in and around the Euston area, which make an important contribution to the vibrancy, attractiveness and economy of Camden:

- The British Museum, Britain's most popular visitor attraction: over 5 million people visited the museum in 2013. It is located in Bloomsbury, around 800 metres south of Euston road;

- Bloomsbury is also home to a range of other tourism and cultural uses, including the Royal Academy for Dramatic Art, and a number of hotels.
- University of the Arts main campus is located in the Granary Building. The colleges that make up the university include Central St Martin College of Arts and Design and the London College of Fashion, two of Britain's leading creative and cultural learning institutions. It is located around 750 metres to the east of the study area;
- Camden Town has been the centre of alternative culture in London for decades. It is a major music hub, an international visitor destination-international visitor destination and has a strong emerging role in fashion and media. Camden town is located immediately north of Mornington Crescent to the north of the study area;
- The British Library is the national library of the United Kingdom and one of the world's greatest libraries. It receives a copy of every publication produced in the UK and Ireland and holds a collection of over 150 million items, with 3 million new items added every year. Over 16,000 people use its on-site and online collections each day. It is located on the north side of Euston Road, around 100 metres east of the Euston Area Plan study area;
- The West End, to the south west of the study area is an international visitor destination, with world famous theatres, restaurants, hotels and other leisure and entertainment uses;

12.6 The Euston study area accommodates a range of leisure and tourism uses including hotels, pubs and restaurants, most of which are focused along Euston Road.

Protecting, promoting and managing the impact of cultural, leisure and entertainment uses

12.7 The London Plan Policy 4.6 seeks to support the continued success of London's diverse range of arts, cultural, professional sporting and entertainment enterprises. Similarly, Camden Core Strategy policy CS9 and policy DP15 of the Camden Development Policies support the role of cultural and visitor uses in the Central London area, whilst policy CS10 supports the retention and enhancement of existing leisure and cultural facilities.

12.8 However, whilst cultural, leisure and entertainment uses can add to the vibrancy and vitality of Camden's places, they can also have impacts on the surrounding area, including in relation to noise, disturbance, community safety and (for larger scale uses), additional demand on the transport network. For this reason, policies CS7 and CS9 of the Camden Core strategy and policies DP12, DP15 and DP16 set out a range of measures to ensure that such uses do not harm the amenity of neighbouring residents, and are suitably located and provided for in relation to transport provision.

13. ENVIRONMENT

Key issues

- There is a pressing global need to reduce CO^2 emissions. Mitigation of and adaptation to climate change is a key priority at national, London-wide and local levels
- The energy hierarchy requires us to use less energy; then supply energy efficiently; and then use renewable energy
- The government aims to progressively improve energy/carbon performance set in Building Regulations to achieve zero carbon housing from 2016, and has also announced proposals to deliver zero carbon standards in non-domestic buildings from 2019.
- Decentralised energy is established as a key measure for Camden to achieve its challenging borough-wide CO^2 reductions targets to 2050 and the Euston Road corridor is identified as having strong potential to deliver a new decentralised network
- Surface water flooding is an issue in the area, with particular risks around Euston Station. Potential measures to mitigate this include sustainable urban drainage schemes in existing and new open spaces, and green roofs and other rainfall harvesting processes in new development
- Euston Road is recognised as experiencing significant problems with air quality and noise as a result of traffic emissions and vehicle noise. Hampstead Road is also recognised as a priority in relation to noise
- St James' Gardens Local is a local Site of Importance for Nature Conservation. In addition, there are numerous species records for the area, including a number of protected and priority species
- Existing biodiversity in the area could be enhanced through enhancements to existing open spaces, provision of new open spaces, living roofs and walls, provision of additional street trees and other greening of the streetscene

13.1 Energy

National Climate change and energy policy

13.1.1 The Climate Change Act 2008 legislated for a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050, to be achieved through action in the UK and abroad.

13.1.2 The Act also created a carbon budgeting system that caps emissions over five-year periods, with three budgets set at a time, to help us stay on track for our 2050 target. The 2nd Carbon budget has just started running 2013-17 and was approved by Parliament and set in law at the end of June 2011. The limit is set at 55 $MtCO_2e$ (metric tonne carbon dioxide equivalent). The Act states that, for the budgetary period 2018-2022, the annual equivalent of the carbon budget for the period must be at least 34% lower than the 1990 baseline.

13.1.3 The work of the Climate Change Act has been supported by legislation in planning. The National Planning Policy Framework (NPPF) states that planning has an important role in mitigating and adapting to climate change, and has a key role in promoting sustainable development, and states that LPAs should have a positive strategy to promote renewable and low carbon energy

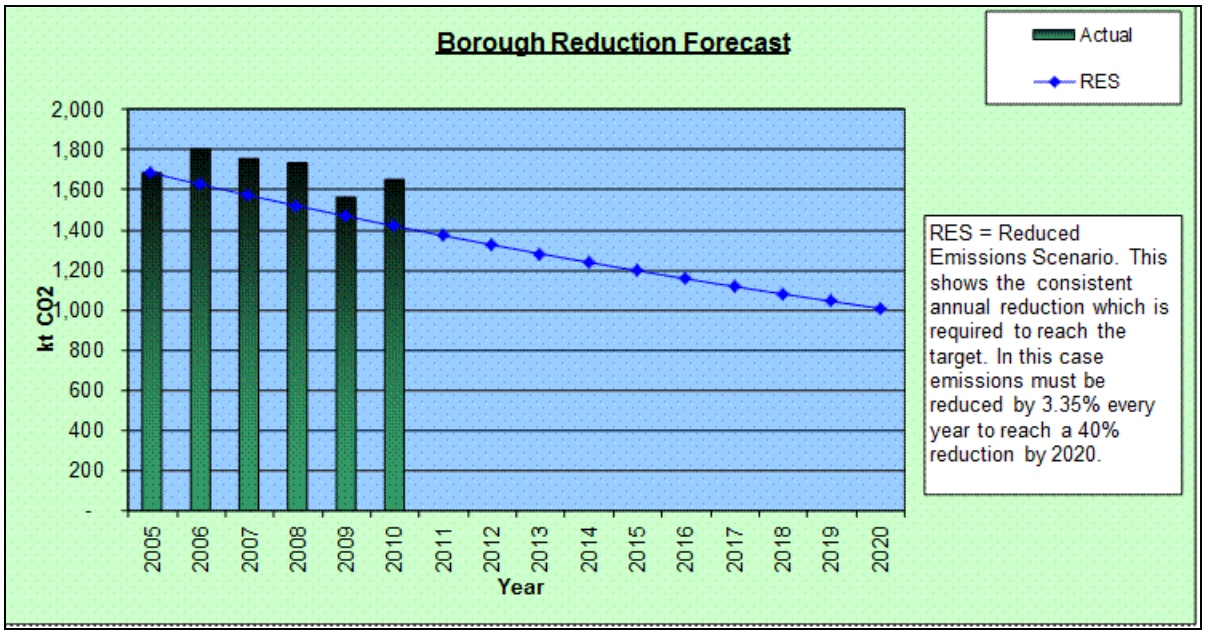
13.1.4 In Green Action for Change, Camden's environmental sustainability plan 2011-2020, the borough states its aim to contribute to Government targets to reduce carbon emissions by 80% by 2050 from 1990 levels and moreover to reduce carbon emissions within the borough from 2005 levels by:

- 10% by 2012
- 27% by 2017
- 40% by 2020.

13.1.5 Camden's emissions are largely from buildings with 65% coming from Industrial and Commercial sources and 25% from domestic sources. This contrasts with 44% and 31% nationally.

13.1.6 Emissions in Camden decreased from 2006 to 2009 in both absolute and per capita terms, resulting in an 8% reduction in absolute emissions and 12% reduction in per capita emissions to 2009. However, in line with most of London and the UK, there was an increase from 2009 to 2010 of 6% in total emissions which has cut the overall absolute reduction since 2005 to 1.9%. As shown in Figure 11.1 below, this indicates that it will be challenging to achieve the reduced emissions required to reach a 20% CO2 emissions reduction by 2020.

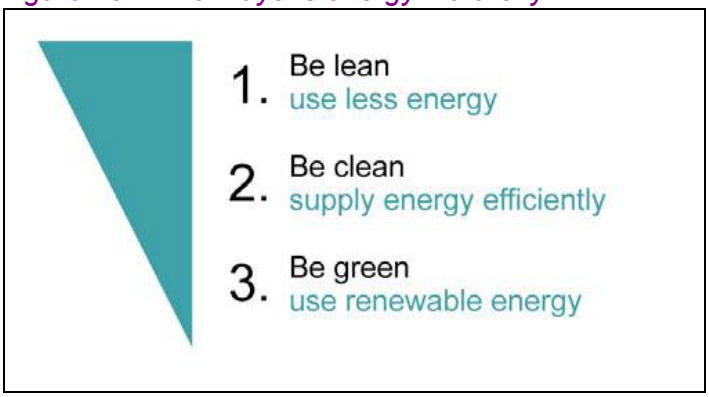
Figure 13.1 Reduced emissions scenario for Camden compared with actual emissions



13.1.7 This rise in emissions was despite transport emissions reducing, demonstrating that Camden needs to make significant improvements in reducing its emissions from both industrial/commercial and domestic buildings.

13.1.8 The London Plan sets out the Mayor's energy hierarchy, which is also reflected in policy CS13 of the Camden Core Strategy.

Figure 13.2 The Mayor's energy hierarchy



13.1.9 The London Borough of Camden has developed planning guidance to ensure that emissions from buildings are reduced. CS13 of the Core Strategy requires all development to take measures to minimise the effects of climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation.

Be lean: Minimising energy use in buildings

13.1.10 **Stage 1** requires new buildings to be energy efficient through natural systems, thermal performance, mechanical systems and other energy efficient technology.

13.1.11 The NPPF states that actively support energy efficiency improvements to existing buildings and use methods consistent with the Government's zero carbon buildings policy when setting local requirements for building sustainability.

13.1.12 The Government's policy statement *Building a Greener Future* (CLG 2007) sets out the government's policy aim to progressively to improve energy/carbon performance set in Building Regulations to achieve zero carbon housing within 10 years. It proposes to work towards zero carbon standards in new homes in three steps:

- in 2010 to a 25 per cent improvement in the energy/carbon performance set in Building Regulations (Code for Sustainable Homes level 3);
- in 2013, to a 44 per cent improvement (Code for Sustainable Homes level 4);
- in 2016, to zero carbon (Code for Sustainable Homes level 6)

13.1.13 The Code for Sustainable Homes provides a single national standard to guide industry in the design and construction of sustainable homes, and plays a key role in the move towards zero carbon homes. Camden Development Policy DP22 expects new residential development to meet Code Level 4 by 2013 and Code Level 6 (zero carbon) by 2016, and expects new non-domestic developments of 500sqm floorspace or above to achieve 'very good' BREEAM, with 'excellent' from 2016 and encouraging zero carbon from 2019.

13.1.14 *Building a Greener Future* also acknowledges the need to pursue energy efficiency improvements to existing housing stock, as well as delivering

higher sustainability standards in new commercial development. The Government has since announced proposals to deliver zero carbon standards in non-domestic buildings from 2019.

13.1.15 In relation to the performance of recent developments in Camden (according to the Camden AMR 2011/12):

- In 2011/12, of the 11 schemes undertaking BREEAM assessments, 2 achieved an excellent rating whilst 9 achieved a 'very good' rating.
- In 2011/12, 10 schemes undertook a Code for Sustainable Homes assessment, with 3 achieving 'Level 4' and 7 achieving 'Level 3'.

Be mean: low carbon energy supply

13.1.16 **Stage 2** aims to ensure that developments have done all they can to obtain an efficient supply of energy.

13.1.17 Existing policy and research indicated that decentralised energy is likely to play an important part in minimising CO^2 emissions from both existing and new development.

13.1.18 *Delivering a Low Carbon Camden - Carbon Reduction Scenarios to 2050* provides a broad vision of how energy and transport provision might look in 2050, and sets out how challenging CO^2 reductions targets could be achieved. The following conclusions are drawn in the report:

1. Camden's existing target of a 60% reduction in CO_2 emissions can be met through technological means in a financially viable way.
2. Higher targets would rely on either alternative technologies and fuels becoming available or on significant behavioural change to reduce demand.
3. The use of district heating and CHP technologies is essential to meet the necessary CO^2 reduction targets.

13.1.19 CHP is therefore highlighted as a key means for Camden to achieve its carbon reduction targets. Informed by the study, Core Strategy Policy CS13 and supporting map 4 support the use of local energy networks, including specific support for the proposed Euston Road decentralised energy network.

13.1.20 CPG3 states that Camden will expect developments to connect to an existing or planned decentralised energy network and use the heat unless developers can demonstrate it is not technically feasible or financially viable. If this is not possible they should consider in order:

- installing a Combined (Cooling) Heat and Power Plant (CHP or CCHP)
- providing a contribution for the expansion of decentralised energy networks
- allowing sufficient space and adequate design for decentralised network to be installed in the future.

13.1.21 The Euston Area Plan team has therefore commissioned a high level study to assess opportunities for decentralised energy in the study area including support for the proposed Euston Road decentralised energy network. The study indicates that the dense heat loads and mixed uses associated with the proposed redevelopment of the Euston Station area provide significant

potential for a district heating network. Figure 13.3 below shows a potential local heat network for the Euston area. The key findings and recommendations of the study are provided below.

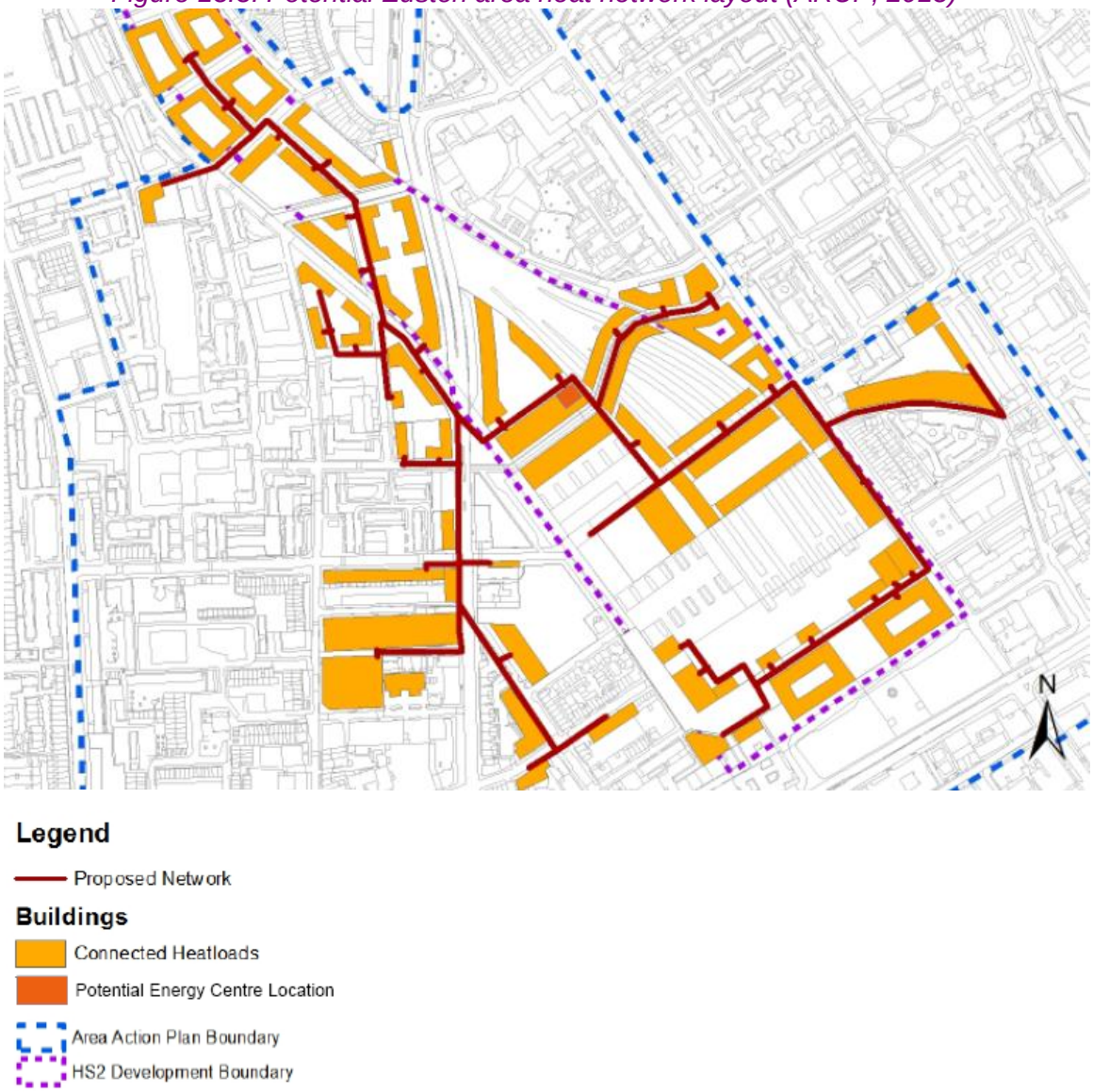
13.1.22 General recommendations:

- An option whereby the full network is built out to connect to and serve development as a single phase upon the completion of all build-out phases (rather than a two phase approach) was found to present the most financially attractive results (including lower costs) from initial modelling, as well as marginally better carbon abatement.
- Increased development densities and mixes of uses could further enhance the commercial case for a heat network
- The design of heating systems for the earliest developed buildings should be suited and prepared for subsequent connection to a heat network.
- Potential energy centre locations should be safeguarded
- A full feasibility study should be carried out to examine in detail the design and operation of a network, including technical, financial and commercial considerations such as funding options and financial performance.

13.1.23 Specific recommendations regarding the form and location of a potential energy centre and network:

- The areas and buildings of highest predicted heat demand are situated in and adjacent to the Euston Station/ HS2 development boundary.
- For this reason, the most technically suitable location for an energy centre (housing generation plant serving the network) is within the Euston Station site, subject to any constraints to associated flues. The study indicates that the centre could be located towards the north western part of the Euston Station and Tracks site
- The study has also explored the opportunity for the provision of energy centres initially on a small scale within 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.
    - A number of existing and proposed buildings to the eastern side of the estate could be linked to a feasible energy network
    - Some of the more outlying buildings, in the west of the Regents Park Cluster, were found to be among those with the smaller heat loads. Using a conservation scenario of demand modelling there is potential to support an interim local energy network at the estate. Further detailed modelling when there is greater clarity on housing development in the Regent's Park area.
- A CHP scheme for Phoenix Court is located just to the east of the West Somers Town sub area, and includes provision for additional loads to connect to the network. With those buildings identified within the Somers Town Cluster (to the east of Euston Station) potentially developed prior to those within the HS2 site, it is likely that initial heat demands will need to be met via either via local plant or potentially a connection to the emerging Phoenix Court network (further east along Phoenix Road). Further consideration is therefore recommended regarding potential connections with Somers Town buildings with the Phoenix Court network.

Figure 13.3: Potential Euston area heat network layout (ARUP, 2013)



Be green: renewable energy supply

13.1.24 **Stage 3** involves considering how renewable energy technologies can be used to further reduce the carbon dioxide emissions of a development.

13.1.25 The Camden Core Strategy states that developments will be expected to achieve a 20% reduction in carbon dioxide emissions from on-site renewable energy generation unless it can be demonstrated that such provision is not feasible. The 20% reduction should only be attempted once stages 1 and 2 of the energy hierarchy have been applied. When assessing the feasibility and viability of renewable energy technology, the Council will consider the overall cost of all the measures proposed and resulting carbon savings to ensure that the most cost-effective carbon reduction technologies are implemented in line with the energy hierarchy.

13.1.26 The 2011/12 AMR sets out the proportion of renewable energy provided out of 19 schemes that year that were classified as major applications:

- 10 schemes proposed to achieve 20% or more of their energy from renewable energy sources;
- 4 schemes proposed less than 20% of their energy from renewable energy sources; and
- 5 schemes did not propose on site production of renewable energy. Of the five schemes which did not incorporate renewables, four schemes were change of use applications, whilst the other was for an extension which achieved a Code for Sustainable Homes Level 3.

13.1.27 Table 11.1 below shows that there was an improvement in the number of schemes which produced more then 20% of their on site energy needs from renewable sources from the previous year (2 in 2010/11 compared to 10 in 2011/12).

Table 3.1 Proportion of energy produced on site from renewable sources

	2010/11	*2010/11 %*	2011/12	*2011/12 %*
> 20%	2	***7%***	10	***53%***
< 20%	18	***62%***	4	***21%***
No renewables	9	***31***	5	***26%***
Total	29	***100%***	19	***100%***

(Source: Camden Annual Monitoring Report 2011/12)

13.2 Water and flooding

Flood risk

13.2.1 Under the NPPF, local plans should take account of climate change impacts over the longer term. Authorities should apply the sequential test in guiding new development to areas with the lowest probability of flooding. The exception text can be applied where it is not possible for development to be provided in lower flood risk zones, consistent with wider sustainability objectives.

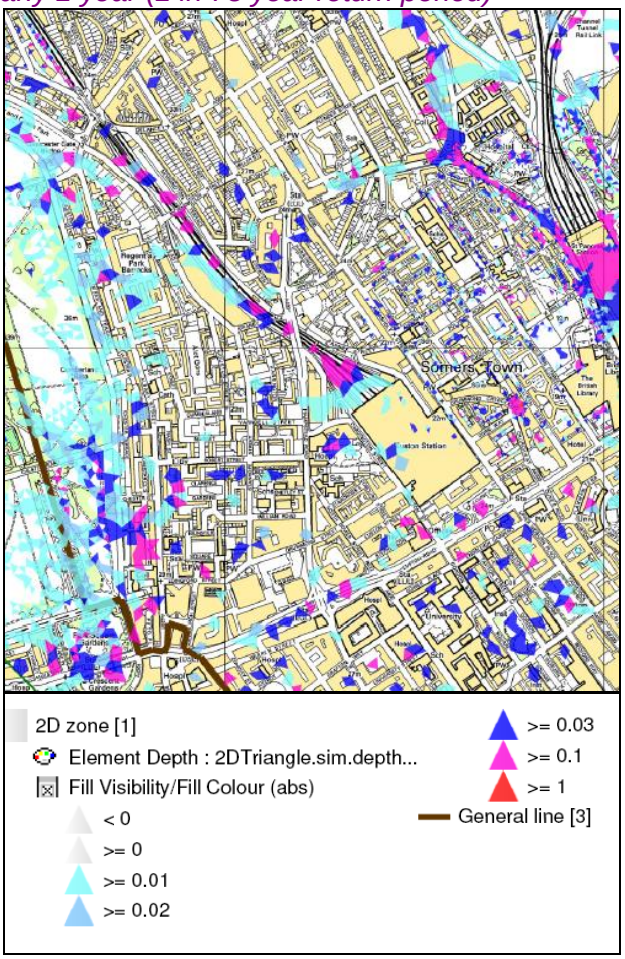
13.2.2 Camden's Core Strategy (policy CS13) and Development Policies (DP 23) highlight the need to minimise the potential for surface water flooding, requiring development to reduce the pressure on the combined sewer network and the risk of flooding.

13.2.3 The Euston Area Plan area does not fall within Flood Zones 2, 3a and 3b and there is no risk from coastal or river flooding. There have been no sewer flooding incidents (by postcode) from August 1997 to August 2007 within this area.

13.2.4 The Camden Surface Water Management Plan (April 2013) addresses surface water flooding issues, and forms part of the Drain London project identifying surface water risk across Greater London. It identifies the Euston Area Plan area as being in a critical drainage area - Critical Drainage Area Group 3_003, which covers most of south Camden as well parts of Islington and the City of London. Further detailed modelling commissioned by the

London Borough of Camden and the Environment Agency suggests that there is flood risk in the Euston Area in severe rainfall events. This means that surface water management is an important design consideration in new development in the Euston area.

Figure 13.4 Flood depths in a 1 hour storm with 1.3% chance of happening in any 1 year (1 in 75 year return period)



(Source: borough wide modelling provided for LB Camden and the Environment Agency)

13.2.5 Key areas or risk include the area to the rear of Euston station and directly to the east of the station. The risk of flooding downstream from Euston is also significant. Camden's Local Flood Risk Management Strategy (April 2013) has therefore highlighted a need to ensure that any new development reduces the amount of surface water entering the sewer system. It also advises that open areas such as Euston Square should be considered for potential sustainable urban drainage schemes and green roofs and other rainfall harvesting processes should be considered for any new buildings.

13.2.6 Camden's Sustainability team has advised that any new open spaces created around Euston (for example on any available decking sites) should look into the potential to provide rainwater harvesting, and buildings should include green roofing where possible to mitigate against flood risk and the urban heat island effect.

Water consumption

13.2.7 In commenting on the Camden Site Allocations document, Thames Water identified a potential need to improve water supply capability and waste water services infrastructure to support the development of some of the sites in the Euston area (Euston Station; 132-140 and 142 Hampstead Road; Granby Terrace; 110-122 Hampstead Road (former National Temperance Hospital); and 1-39 Drummond Crescent London). Any issues would need to be addressed as part of the planning application process, where such issues exist. Key Infrastructure Programmes and Projects at Appendix 1 of the Core Strategy also includes further infrastructure requirements and their means of delivery across Camden.

13.3 Biodiversity

Planning policy on biodiversity and brownfield development

13.3.1 There is a range of legislation and national' London-wide and local policy and guidance relating to biodiversity issues. The NPPF sets out how planning should protect and enhance the natural environment including landscapes and biodiversity. Net gains in biodiversity should be sought where possible. It promotes the re-use of brownfield land, provided that it is not of high environmental value. New and existing development should not be put at unacceptable risk from, or be adversely affected by soil, air, water or noise pollution, or land instability. The NPPF also promotes remediation and mitigation of derelict and contaminated land. The London Plan seeks to ensure a proactive approach to the protection, enhancement, creation, promotion and management of biodiversity (policy 7.19), seeks the protection of existing trees and woodlands (policy 7.21) and supports the greening of the urban environment (policy 5.10).

13.3.2 The Camden Core Strategy (policy CS15) seeks to: protect and improve sites of nature conservation and biodiversity; to protect trees and promote the provision of new trees and vegetation (including street trees); and promote the provision of new or enhanced habitat, including through green or brown roofs and green walls. It states that Camden will also identify habitat corridors and secure biodiversity improvements along gaps in habitat corridors.

13.3.3 The next iteration of the Camden Biodiversity Action Plan (BAP) 2013-18 is currently out for consultation with stakeholders. The key areas of focus are:

i) access to nature (i.e. engagement, physical access etc, see above for ideas);

ii) built environment (including street trees, living roofs, landscaping schemes etc);

iii) open spaces and natural habitats (including existing and new open spaces).

Biodiversity in the Euston area

13.3.4 There is one Site of Importance for Nature Conservation (SINC) in the area - St James' Gardens Local SINC. In addition, there are numerous (400+) species records for the area, including a number of protected and priority species (including bats, stag beetle, house sparrow, common toad, common frog, a number of bird species and cornflower).

13.3.5 Existing habitats are mainly found in open spaces and estates, which provide some valuable habitats including shrub and tree cover and nectar sources. St James' Gardens, Euston Square Gardens and Harrington Square have all had wildflower meadows sown over the last few years in order to increase their value for wildlife (particularly invertebrates).

13.3.6 There are a number of trees within open spaces, estates and the streetscene and the role of trees in contributing to biodiversity as well as providing an amenity for local people should be considered as part of the approach to the future of the area.

Access to Nature

13.3.7 A small part of the Euston area is classified as an 'Area of Deficiency in access to nature' (localities that are more than one kilometre walking distance from a publicly accessible Borough or Metropolitan Site of Importance for Nature Conservation. However, Camden's Nature Conservation team has advised that it is likely that in reality access to the natural environment is lower than this definition suggests because of a reluctance of local residents to use The Regent's Park (for social and cultural reasons i.e. psychological barriers). In order to adequately address issues around access to nature in this area there are a number of options:

- Work with local communities to understand barriers to accessing existing sites;
- Make existing open spaces more natural and biodiverse;
- Create new spaces which are managed to provide opportunities to access the natural environment

Biodiversity Enhancement Potential

13.3.8 Camden's Nature Conservation team has highlighted that there is significant potential to increase the biodiversity value of the Euston area through development of a green infrastructure approach that integrates ecological enhancements throughout. The key opportunities are set out below:

- **Existing open spaces:** existing open spaces could be enhanced through management of existing features and new landscaping schemes. There is further guidance in the Camden Biodiversity Advice Note: Landscaping Schemes and Species Features.
- **New open spaces:** any new open spaces should be designed with biodiversity as a key component. There is further guidance in the Camden Biodiversity Advice Note: Landscaping Schemes and Species Features.
- **Living roofs and walls:** planning policy requires that all new developments should include living roofs unless it can be demonstrated that this is not possible. Camden's requirements are for biodiverse extensive living roofs to form part of any scheme.
    - There is scope for retrofitting living roofs into existing structures, whether residential or commercial. The Council's Housing and Adult Social Care department has experience of doing this on a number of social housing estates.
    - Living walls generally offer less potential for wildlife but do have the benefit of greening an area at street level so provide more impacts for people. They have additional benefits in terms of air quality and aesthetics.

    - Further guidance is available in Camden Biodiversity Advice Note: Living Roofs and Walls.
- **Provision of additional street trees:** this would help biodiversity as well as helping to improve air quality and creating more attractive streets;
- **Greening of the streetscene:** this can include planters, rain gardens, enhancement of verges etc. These incidental spaces can provide links between open spaces (e.g. green corridors) and can also have a significant impact on how green an area feels to residents and visitors. Key issues to consider would be cost and responsibilities of maintenance going forward.

13.4 Air quality

Introduction

13.4.1 Air pollution is a serious risk to health, particularly in central London. A study in 2010 by the Mayor of London confirmed that the equivalent of 4,267 premature deaths in London in 2008 could be attributed to long term exposure to fine particulate matter ($PM_{2.5}$). Research published by the Aphekom group of scientists in 2011, has shown that living close to roads travelled by 10,000 or more vehicles per day (on average) could be responsible for some 15-30% of all new cases of asthma in children.

13.4.2 Camden has been identified as an area of concern for two regulated pollutants:

- Camden is in breach of national limit values for the gas Nitrogen Dioxide (NO_2)
- Camden is currently meeting the national limit values for Particulate Matter (PM_{10}). However, this pollutant is still a major cause for concern because it is detrimental to health at any level, and remains high in many parts of Camden, especially along busy roads such as Euston Road.

13.4.3 The Euston area, with its extremely busy main road, major rail terminals, extensive ongoing construction, lack of green space and dense concentration of domestic and commercial boilers, is an area of particularly poor air quality, so it is crucial that any new development takes significant steps to help address this.

Air Quality Policy

13.4.4 The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. It identifies seven locally managed pollutants: PM_{10}, Nitrogen Dioxide (NO_2), Carbon Monoxide, Sulphur Dioxide, Benzene, 1,3-Butudiene and Lead.

13.4.5 The Mayor of London has a statutory duty to reduce the levels of the seven locally managed pollutants to achieve the Government's air quality targets. The Mayor of London's Air Quality Strategy, 'Clearing the Air', states how this will be achieved and includes measures for buses, taxis and extending the Low Emission Zone, as well as supporting Local Authorities to reduce the

impact of new developments, raise awareness of air quality and improve energy efficiency. The Mayor of London has also recently set out a vision to create an ultra-low emissions zone for vehicles in Central London by 2020, with proposals being developed for all vehicles driving into the existing congestion charging zone to be low or zero emission.

13.4.6 Since 2000, the whole of the London Borough of Camden has been designated an Air Quality Management Area (AQMA). All AQMAs are required to have Clean Air Action Plans and Camden consulted on a new version of their plan at the end of 2012. The plan brings together a variety of actions to help reduce the key air pollutants in Camden – NO_2 and PM_{10}.

13.4.7 The Clean Air Action Plan is available at on Camden Council's website.

Air Quality in the Euston Area

Nitrogen Dioxide (NO_2)

13.4.8 NO_2 has been strongly linked with emphysema, bronchitis, and heart disease. In central London it is chiefly emitted by gas boilers and road transport.

13.4.9 NO_2 is measured against two objectives (or maximum "Limit Values") set in the UK Air Quality Strategy. Across central London, NO_2 objectives are consistently breached at both urban background and kerbside sites. In outer London, urban background sites tend to be within the limit values but these are still breached at the kerbsides of busy roads. This is a London-wide problem, but the main areas of concern are inner London, Heathrow and along the most heavily trafficked roads.

13.4.10 Camden Council has an NO_2 monitoring station on the Euston Road, the table below shows the readings from this station in 2012, this table illustrates how poor the air quality is in the area. Levels are more than 2.5 times the annual mean limit value, and the hourly limit value, which is not to be breached more than 18 times, was in fact exceeded 290 times.

Table 12.2 NO_2 Automatic Monitoring Results Euston Road (2012)

Pollutant	Objective	Limit Value	Levels at Euston Road Monitoring Station 2012	Objective met or failed?
Nitrogen Dioxide	Annual Mean	40(ug/m3)	105(ug/m3)	**Failed**
Nitrogen Dioxide	Hourly mean	200 ug/m3 not to be exceeded more than18 times a year	Exceeded 290 ug/m3 times a year	**Failed**

13.4.11 Camden has a number of diffusion tubes which monitor NO_2 across the borough, the tubes in or around the Euston area are listed in the table below. At all sites (even the "urban background" sites which are away from busy roads) the annual mean target for NO_2 was breached.

Table 12.3 NO_2 Diffusion Tube Monitoring Around the Euston Area (2011)			
Location	**Site Type**	**Limit Value**	**Measured annual mean concentration 2011 (µg/m3)**
Euston Road	Roadside	40 µg/m3	93.12
Brill Place	Roadside	40 µg/m3	50.79
Wakefield Gdns	Urban background	40 µg/m3	45.61
Tavistock Gdns	Urban background	40 µg/m3	47.56

13.4.12 With NO_2 levels comprehensively exceeding limit values on the Euston Road and in the surrounding area, it is crucial that the Euston Area development takes serious steps to tackle NO_2 emissions.

Particulate matter (PM_{10})

13.4.13 PM_{10} is particulate matter smaller than 10 micrometres (µm, or 0.001mm) in diameter. PM_{10} is considered the threshold below which particles can be drawn into the lungs. It is strongly linked to health problems, including asthma, lung cancer and cardiovascular illness. In central London, road transport accounts for around 80% of PM_{10} emissions.

13.4.14 The annual PM_{10} limit value is being met across London, with the limit value for daily mean PM_{10} concentrations being met at the majority of monitoring locations, but exceeded intermittently at a small number of sites, such as by large junctions on the busiest roads.

13.4.15 Camden is in the process of installing an automatic particulate monitor on the Euston Road. But as this is not yet in situ, we do not currently have data for PM_{10} levels on the road. However, there is a particulate monitor on Marylebone Road, which joins onto the West of the Euston Road and has similar levels of NO_2. Data from the Marylebone Road site is likely to provide a good indication of PM_{10} levels at the Euston Road. The table below illustrates that at this site the annual mean objective is met but is extremely close to the limit value, and the daily mean has been breached (readings taken from the TEOM monitor which is not the official method for reporting compliance).

Table 12.4 PM_{10} Automatic Monitoring Results Marylebone Road (2012)				
Pollutant	**Objective**	**Limit Value**	**Levels at Euston Road Monitoring Station 2012**	Objective met or failed?
Particulate matter	Annual Mean	40(ug/m3)	37 (ug/m3)	**Met**
Particulate matter	24 Hour Mean	50 µg/m3 not to be exceeded more than 35 times a year	Limit value exceeded 44 times	**Failed**

Sources of Air Pollution in the Euston Area

13.4.16 London Atmospheric Emissions Inventory (LAEI)data (2010) suggests that the key sources of NOx emissions in Camden are road transport exhaust emissions (40%), diesel exhaust emissions from rail based transport (15%), construction site non-road mobile machinery (18%) and non domestic gas (17%). Of the road transport emissions the main contributors are buses, lorries and vans, with smaller contributions also made by cars and taxis.

13.4.17 LAEI data also highlights the major sources of PM10 in central London; road transport brake wear (25%), resuspension (16%), road transport exhausts (13%) and construction site non-road mobile machinery (21%).

13.4.18 Construction dust can have very significant impacts in the vicinity of the site, so Camden requires that best practice measures to control and monitor dust are in place.

Conclusion – Environmental Vision

13.4.19 The Euston Area, particularly the area beside and on Euston Road, has poor air quality, high noise and high CO_2 emissions. In terms of air quality, parts of Euston Rd and the area beside it breach the world health standards for PM and NO_2. This requires the Euston Area plan to improve emissions and noise from road transport, rail, tube and buildings as well as looking how it can increase the amount of green space and liveability of the area.

13.4.20 Transport for London and the London Borough of Camden therefore recommend the creation of a zero emission zone around the station including initiatives such as:

1) A servicing management and construction management plan for the area and the station that only allows zero emission or ultra low emission vehicles into the area
2) Car free or car-light developments in and around the station
3) Only zero emission, or ultra low emission taxis and private hire vehicles, will be able to pick up and drop off at Euston Station
4) Only zero emission or ultra low emission vehicles, including freight and servicing vehicles, will be able to pick up and drop off at Euston Station
5) Maximise the use of rail freight
6) Re-time, reduce, re-route and re-mode freight entering and exiting
7) Maximise walking and cycling in the area
8) Increased green space and public realm in the area
9) Provision of sufficient secure cycle parking and storage, including a cycle station and adequate cycle hire facilities
10) Vehicle recharging points and infrastructure –electric, hydrogen, gas, including bio-methane
11) Improvement and expansion of urban realm, green space including ground level landscaping, green walls and green roofs
12) A focus on sustainable management in the EAP area
13) Optimising energy efficiency and maximising use of renewables in order to avoid combustion of fuels for power
14) Travel plan framework for the EAP
15) Strong, permeable and at-grade walking and cycling routes within and through the EAP running east-west and north-south of the area

13.5 Noise

13.5.1 Camden seeks to ensure that noise and vibration is effectively controlled and managed, both in relation to new development that is likely to generate noise, and to new development that is likely to be noise sensitive.

13.5.2 Noise levels on Euston Road are very high due to the significant vehicular traffic that it accommodates. Noise levels are also affected by very high intermittent peaks which is mainly due to noise from vehicle sirens. Euston Road (and part of Hampstead Road) is therefore identified by the Department for the Environment, Food and Rural Affairs (DEFRA) as a first priority location for noise action planning, as it is one of the most noisy roads in the country. DEFRA has identified priority locations across the country that require the implementation of noise action plans to manage noise from road and rail sources. Camden's Environmental Health and Transport teams are currently working on the noise action planning process for Camden.

Figure 13.5 Euston/ Hampstead road first priority location for noise action planning



Courtesy of DEFRA (www.defra.gov.uk)

13.5.3 In addition to traffic noise, the proposed HS2 scheme could introduce additional noise issues associated with the increased number trains arriving at and departing from the station, as well as increases in associated traffic including passenger vehicles and taxis. Some mitigation may be possible through the use of quieter fleet and effective station design, including use of noise barriers. Increased noise from passenger drop off and pick-up is more difficult to control, although some use of barriers around these areas may be possible.

14. PLANNING OBLIGATIONS AND THE COMMUNITY INFRASTRUCTURE LEVY

14.0.1 A range of policy issues have been addressed above in relation to the various themes covered in this report. A remaining issue that is relevant to the production of the Euston Area Plan use of planning obligations and the Community Infrastructure Levy to support development.

14.0.2 In order to encourage local authorities to adopt a CIL, the scope of section 106 legal agreements are to be scaled back. In particular, financial contributions from only five obligations can be pooled from the same type of infrastructure or project. The restriction on pooling will apply from April 2014 or from when Camden introduces a CIL charging schedule, whichever is sooner.

14.1 Planning obligations

14.1.1 The NPPF states that planning obligations should be necessary to make a development acceptable in planning terms, directly related to a development, and fairly and reasonably related in scale and kind to the development.

14.1.2 The Mayor has set out draft guidance on the use of planning obligations (and the Community Infrastructure Levy) in the funding of Crossrail (November 2012). Obligations are sought for retail, hotel and office development of above 500 sq m in Central London. Guidance is given regarding charging levels according to the impact and location of development.

14.1.3 The London Plan and Camden Core Strategy and Development Policies set out a range of issues that should be addressed using planning obligations, including issues such as transport and affordable housing.

14.1.4 The Camden Planning Guidance supplementary planning document sets out advice regarding the use of planning obligations in Camden for a range of items including affordable housing, community facilities, sustainability, transport, employment and business support and provision of public open space.

14.2 Community Infrastructure Levy

14.2.1 The CIL is a new charge that local authorities will be able to collect on new developments in their area. It is based on a formula relating to the type and size of development and is collected when planning permissions for new developments are implemented. The funds gathered need to be spent on infrastructure within the relevant charging authority's area

14.2.2 The London Plan (Policy 8.3 sets out the Mayor's approach to the community Infrastructure Levy, and indicates that Mayor's intention to bring forward a draft charging schedule in accordance with the Community Infrastructure Levy Regulations 2010 to enable him to use the CIL to fund strategically important infrastructure, initially focussing on Crossrail. Guidance and procedures are set out in the Mayor's draft guidance on *Use of planning obligations in the funding of Crossrail, and the Community Infrastructure Levy* (November 2012).

14.2.4 Mayoral CIL charging began on 1 April 2012. CIL applies to development of 100 square metres or more (excepting medical and education uses, which are exempt) and all new homes. As a 'zone 1' borough, development in Camden is liable to the CIL charging rate of £50 per square metre.

14.2.5 Camden is currently developing its own proposals for charging CIL on new development.

15. MAIN POLICY ALTERNATIVES ASSESSMENT

15.0.1 A range of options considered in developing the draft Euston Area Plan. This Section of the Background Report summarises the alternatives considered, and assessed in the Sustainability Appraisal, including their likely positive and negative outcomes.

15.0.2 For a more detailed assessments of the main alternatives considered in preparing this Plan, please see Section 6 and Appendix D of the Euston Area Plan Sustainability Appraisal.

15.1 Part A High level alternatives

Issue 1. Whether to produce an Area Action Plan for Euston

- ***Option 1a: Implement Core strategy, Development Policies and Site allocations without Euston Area Plan***
- ***Option 1b: Euston Area Plan in addition to Core Strategy, Development Policies and Site Allocations***

15.1.1 Option 1a (no Euston Area Plan) would be likely to generate fewer positive impacts than Option 1b. This is because, whilst existing policies and site allocations would help to address most sustainability objectives, as borough-wide documents they would not make the best of opportunities to address the specific issues and opportunities at Euston. For example, the loss of, or impact on community facilities and open spaces as a result of HS2, and the potential community safety issues raised by a new station could mean that these issues could get worse without the production of the EAP. However, the production of a Euston Area Plan could seek to set out how lost open spaces and other community facilities could be re-provided, and how station design could seek to improve the existing situation in relation to community safety.

15.1.2 Whilst existing policies and allocations could be used to promote new housing, economic growth and environmental issues, they would not address how these could be addressed in a comprehensive and integrated way at Euston. On the other hand, a Euston Area Plan provides the potential to guide more closely how additional homes and employment uses could be delivered across the Euston area, in addition to those sites identified in the Core Strategy and Site Allocations. The EAP also provides the potential to consider in more detail how the transport and onward movement issues faced at Euston could be addressed.

Issue 2. Approach to level of growth

- ***Option 2a: Growth according to Core Strategy figures***
- ***Option 2b: Additional growth to Core Strategy figures***

15.1.3 Growth according to Core Strategy figures for the Euston growth area would help to deliver additional homes and employment/ economic uses, promoting development in an area that is appropriate for high density building and with predominantly excellent public transport links. However, it may not present the optimum opportunities for additional housing end employment growth compared to a Euston Area Plan, which could look more closely at additional growth potential in the wider Euston area.

15.1.4 Both growth options may generate negative outcomes in relation to waste and use of non-renewable resources given the potential impacts of construction. Policies to address these issues where possible in the Euston Area Plan may help to mitigate these impacts.

Issue 3. Approach to location of growth

- ***Option 3a: Focus new development in the Euston growth area***
- ***Option 3b: Provide for new development across the Euston Area Plan area as well as major growth in the defined growth area.***

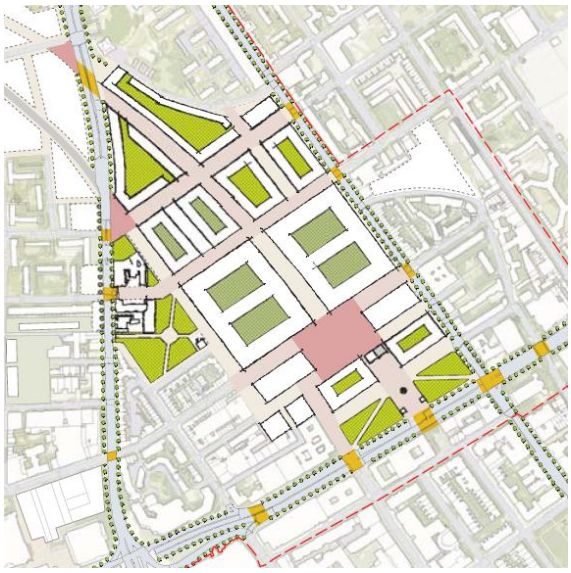
15.1.5 Focusing development in the Euston growth area (option 3a) would help to deliver new homes and growth in the Euston Growth area, but would fail to take advantage of potential development sites outside of the Euston area, which would be achieved under option 3b. In addition, option 3a would not provide the potential benefits of option 3b in providing a framework for growth to address issues outside of the growth area, such as community safety, access to community facilities and open space, and promoting the efficient use of energy through local energy networks.

Issue 4. Station design and development strategy options

- ***Option 4a: maximised decking/ OSD masterplan*** (New Euston Station, with platforms and tracks below ground level, allowing maximum decking over Euston Station and tracks, with a limited above-ground concourse area and development set around ground level streets and public realm)
- ***Option 4b: HS2 Option B1 response masterplan*** (New Euston Station with significantly larger concourse area, although tracks and platforms would remain below ground, enabling above station development including new ground level streets and public realm across the station site
- ***Option 4c: HS2 option 8 response masterplan*** (retention of existing Euston Station building with HS2 station/ platforms added to the west. This option significantly affects the ability to provide new streets across the station site)
- ***Option 4d: Existing station footprint masterplan*** (delivery of station on its existing station footprint).

15.1.6 **Option 4a** (maximised decking/ OSD masterplan), the original EAP masterplan approach, would offer strong sustainability benefits by enabling significant development above Euston Station, including the provision of new homes, employment uses, shops and facilities as well as a significantly improved public realm. It would also make the most of opportunities to transform north-south and east-west permeability within a high quality, comprehensively planned ground level street pattern. However it should be noted that engineering and viability constraints have not fully been determined for this option, and this masterplan is likely to refine further detailed refinement to more fully take into account engineering constraints.

Option 4a: maximised decking/ OSD masterplan (lowered station platforms and tracks)



15.1.7 **Option 4b** is based on the HS2 Baseline scheme in January 2013 (Option B1 response masterplan). This option would still provide a range of benefits as it would still allow the provision of mixed use development based around ground-level streets above the sub surface Euston Station site. It would also provide for a large number of homes and jobs, although less than that provided under option 4a. It would also enable the creation of new east-west streets and the potential for a north-south link at ground floor level, although not to the same extent as option 4a. The development is reconciled with the HS2 station design constraints and therefore is more likely to be deliverable.

Option 4b: HS2 Option B1 EAP initial response masterplan

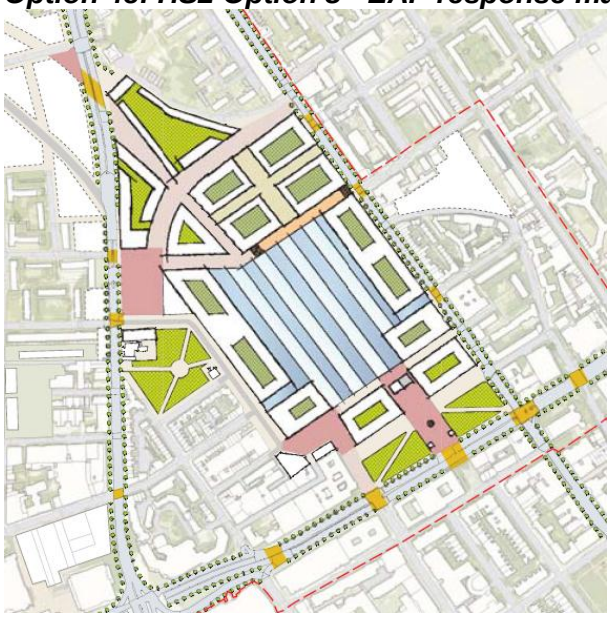


15.1.8 **Option 4c** is based on the new 'Option 8' HS2 station design (March 2013) and is the poorest performing of the three options in sustainability terms. Two key issues raised by this approach are (i) retention of the existing tracks, which block east-west movement; and (ii) depending on the approach taken to delivery, it may be challenging to ensure the delivery of a high quality, comprehensive and properly integrated station and above station development.

- The potential failure to consider the station as a single redevelopment site would significantly affect the ability to deliver an integrated public realm and urban fabric, that connects well both with the station and the surrounding area and transform and image and function of Euston

- Whilst there would appear to be the potential for new economic uses and homes to be provided above the station, the environment in which they would be located, their detailed design and therefore the quality delivered, is not yet determined and it may not be possible to provide street addresses for all properties. This may reduce potential benefits, and housing is particularly sensitive to issues around quality of environment and availability of adequate street-level building access.
- Furthermore, this option does not allow for new streets above the station site at ground floor level, and development would be located above the station building at first floor level and on upper levels above a service deck: this could have negative implications for the quality of the built environment and uses provided, including the quality of any housing, as well as failing to address the current barrier effect of Euston Station to east-west movement.
- While there may be the potential for raised east-west connections, which are shown in the EAP, it is not yet certain whether these can be delivered, and as to whether it would be possible to provide these in a high quality environment.
- There are also uncertainties around the (re)provision of the service deck, which would have significant implications for development quanta and environmental/ architectural quality. Option 4c would therefore not make the most of opportunities to maximise the benefits or regeneration and development.
- However, whilst this option performs poorest overall in sustainability terms, it should be noted that it may deliver benefits by minimising resource use and reducing landfill, through the retention of the existing Euston Station platforms and tracks.

Option 4c: HS2 Option 8 - EAP response masterplan



15.1.9 **Option 4d** could be delivered either if HS2 was delivered in a 'double deck', with ground floor and sub-surface platforms and tracks, or in a non-HS2 station redevelopment scenario. A potential benefit of this scenario would be that mitigation requirements for the loss of homes, business premises and open spaces may not be required, or may be reduced, because the station footprint would not be expanded into surrounding communities to the west. This option would be likely to be subject to some of the same issues as Option 4c, in that the operational requirements of Network Rail would make it challenging to completely rebuild the platforms and tracks at a sub surface level. Again, the challenges to secure ground level streets (and therefore street addresses for some buildings) may impact the quality of the

environment for homes and businesses and also reduce the opportunities for the station to be more fully integrated and connect to surrounding communities.

Option 4d Existing station footprint masterplan



15.1.10 The HS2 Hybrid Bill and accompanying Environmental Statement have been drafted on the basis of option 4c due to the cost, programme and operational issues of the original HS2 versions of the options 4a and 4b schemes. However the Mayor and LB Camden have highlighted the need to work harder to ensure a comprehensive station design and delivery mechanism that ensures that the whole site can be taken forward in an integrated way, and takes the opportunity provided at Euston to create a major new destination for London in a transformed environment that provides a fitting gateway to the capital. In order to ensure flexibility to deliver key EAP objectives in whichever scenario is taken forward, the EAP has been drafted to show how key principles could be pursued under each key station design scenario. The draft EAP also seeks to adapt HS2 Ltd's preferred current "Option 8' station design, as shown in the HS2 Hybrid Bill, to allow it to better meet the EAP vision and objectives through encouraging comprehensive over site development and renewal of the existing station alongside the new HS2 station.

Issue 5. Approach to North Euston Cutting

- ***Option 5a: Deliver significant housing on the North Euston Cutting (4-10 storeys)***
- ***Option 5b: Deliver lower density housing/ open space on the North Euston cutting (3-6 storeys)***
- ***Option 5c: Do not deliver housing on a deck north of Euston Station and Tracks (i.e. no North Euston Cutting)***

15.1.11 Option 5a would enable the efficient use of land, by proposing the positive use of new land on a deck above existing railway tracks, maximising potential for new homes, Camden's priority land use. In terms of design and historic environment, the proposals for this area could lead to an improved and better connected urban realm (with positive buildings instead of blank railway tracks), but also potential impacts on neighbouring historic terraced housing, which would need to be carefully managed

through high quality design. The proposals for the area could bring benefits in terms of social exclusion through the enhanced connectivity that would result from the new route across site.

15.1.12 Option 5b would deliver similar benefits to option 5a in enhancing connectivity and making better use of under-utilised land. It may also provide some benefits in terms of urban design by delivering buildings at a lower density in a sensitive historic context. However, this option may not make as effective use of land by failing to maximise the delivery of new homes, which are much needed in the borough. It may also play a lesser role in enabling an optimum balance of uses between the Euston Station and Tracks site and the North Euston Cutting, by delivering fewer homes to balance with employment led mixed uses on the station/ tracks site. Development viability analysis carried out to inform the Euston Area Plan (GVA, 2013) has also indicated lower density options would be unlikely to be feasible due to financial constraints. This means that in deliverability terms option 5a would appear to be more realistic.

15.1.13 There are strong negative impacts from option 5c compared to options that would provide development above the railway tracks, as some opportunities to enhance the existing environment and accessibility and make better use of land would be missed:

- Failure to deliver new homes to help address housing shortages and needs in the borough;
- Failure to provide more active uses and new connections across the railway tracks, which would enhance local accessibility and overlooking of the public realm;
- A missed opportunity to provide new green space and enhanced biodiversity/ green infrastructure;
- North Euston Cutting could enable the delivery of additional economic/ employment uses on the Euston Station site by providing housing to allow a comprehensive, well-planned approach to the area with an effective balance of uses. This would be reduced if North Euston Cutting were not taken forward.
- North Euston Cutting also offers the opportunity to create decking that could help to reduce some of the noise from the railway tracks below
- Loss of a site where development would be well placed to support a local energy network.

15.1.14 The removal of this option could have a minor positive impact in terms of urban design and heritage by avoiding new development in an area that it is close to designated heritage assets, including listed buildings. However, high quality, sensitively designed development could enhance the setting of these assets, by introducing more positive uses in place of the current railway tracks.

15.1.15 This appraisal has highlighted the potential benefits of decking to provide development over the tracks, but has underlined the need for careful attention to scale, layout and detailed design as part of higher density options in order to ensure that heritage considerations are satisfactorily addressed.

15.2 Development Strategy alternatives

15.2.1 This section provides an assessment of policy alternatives that were considered alongside the preferred approach as part of the Sustainability Appraisal for the EAP, and assessed their relative performance compared to the approach set out in the draft Euston Area Plan.

Strategic principle SP1: Land Use Strategy

- ***Land use Alternative SP1.1 Do not seek to promote a knowledge quarter/ research based and creative uses***

15.2.2 **Land use Alternative EAP1.1** ***(Do not seek to promote a knowledge quarter/ research based and creative uses)*** could generate positive outcomes by allowing more delivery of Grade A office space, which is likely to provide the highest value land use at Euston. However, this approach may provide significantly fewer wider economic benefits, given the potential significant contribution that knowledge-based uses at Euston could make to the London and national economy. It would also fail to take advantage to make the most out of the full regeneration benefits at Euston, compared to the current approach which seeks to build on the existing character and economic clusters in the area to generate a distinctive knowledge cluster. The encouragement of a wider range of employment uses would generate a wider range of job opportunities, which could provide benefits in terms of widening opportunities for local people.

Strategy principle SP2: Urban design strategy

15.2.3 Wider guidance is clear regarding effective design principles, which are reflected in this policy approach. It is therefore considered that there are no main alternative urban design options.

Strategy principle SP3: Transport Strategy

SP3.1 Euston station bus provision options (being considered by Camden and TfL):

- ***Option 3.1a. Retain existing bus station***
- ***Option 3.1b. Reprovide bus facility***
- ***Option 3.1b. East-west bus street***
- ***Option 3.1c. Relocate buses to existing road network***

SP3.2 Alternative options for taxi provision:

- ***3.2a. Increased provision (promote additional taxi use)***
- ***3.2b. Reduced provision (seek to prevent additional taxi use)***

15.2.4 **Option EAP3.1a** ***(Retain existing bus station):*** the arrangement of the existing bus facility, guard railing and surrounding urban realm creates a poor quality environment for waiting passengers and a high degree of severance for people attempting to walk through the area. The limited pedestrian crossing options create the potential for conflict between buses and pedestrians, generating negative impacts in terms of safety.

15.2.5 The layout of the buildings and bus station also detracts from the function, image and attractiveness of the station area, reducing its economic potential and the potential benefits from regenerating the site. It creates a poor public realm that has a harmful

contribution to the surrounding heritage assets, and reduced potential development land in that part of the site.

15.2.6 The current bus facility also creates noise and air pollution and negative impacts on Euston Square Gardens and any associated biodiversity. It is at capacity and will not be able to meet any future increase in demand.

15.2.7 ***Option EAP3.1b (reprovide bus facility):*** the space required for re-providing a bus station will reduce the amount of land available for regenerating the site. A bus facility layout based on the existing facility would result in a large number of buses turning, stopping and standing in front of the station. This level of activity would continue to raise issues in terms of potential for severance for pedestrians and cyclists wishing to access the station. The re-provision of a bus station in this location would also continue to impact negatively on the image and attractiveness of the station site as an investment and regeneration location.

15.2.8 However, by re-designing the layout of the bus station it would be possible to introduce additional pedestrian crossings on key desire lines and therefore reduce the severance impact compared to the existing facility. Whilst failing to address the wider underlying issues caused by bus stations in urban design terms, comprehensive re-design of the front of the station which includes a re-designed bus station could provide an improved urban realm and setting for Euston Station compared to the existing situation.

15.2.9 ***Option 3.1c (East-west bus street)*** By re-providing the bus facility as an east-west bus street north of Euston Square Gardens it would be possible to maintain the functionality provided by the existing facility. Terminating buses would still be able to turn and stand and buses would use common stops. The longer thinner arrangement would also enable dramatically enhanced pedestrian crossings and would therefore reduce the severance effect compared with the existing facility. A comprehensive re-design of the front of the station which included a re-designed bus station could provide a much higher quality urban realm and improved setting for Euston Station which would contribute to the economic attractiveness and competitiveness of the Euston area.

15.2.10 Whilst this arrangement could provide some urban design benefits, it could also provide disbenefits, as it may still affect (and possibly require the loss of part of) Euston Square Gardens open space and would still require buses to run in front of the station area. In addition, while this option would increase the potential for over site development south of Euston Station, it would also lead to some reduction in capacity to allow for the introduction of the bus street.

15.2.11 **Option EAP3.1d *(Relocate buses to existing road network)*** This option would remove buses from the station site and therefore minimise the impact of bus movements on the public realm immediately in front of the station, on pedestrian movement and on Euston Square Gardens open space.

15.2.12 It would also allow the most to be made of development opportunities on the Euston Station site, and improve the image and attractiveness of the site, with consequent benefits in terms of economic growth and investment. However, this option would require bus turning and standing space to be provided elsewhere which could have an impact on development opportunities.

15.2.13 Option 3.1d would also generate a negative impact by placing bus stops further from the station entrance/ exit, thus potentially reducing the effectiveness of

interchange. It would also result in a significant increase in bus mileage and would provide lower levels of legibility for passengers as a result of buses no longer being able to use common stops. It would also reduce capacity for traffic on Euston Road, leading to delays and possible dispersion of traffic onto surrounding local roads.

15.2.14 **Option EAP3.2a *(Increased taxi provision - promote additional taxi use)*** would have a significant negative impact by promoting private motorised transport, instead of more sustainable and efficient travel modes. It may also generate negative impacts in terms of safety and accessibility due to potential conflict between increased volumes of taxis and pedestrians. It could also generate negative impacts in terms of regeneration and urban design as large numbers of taxis would detract from the street scene and attractiveness of the area. Promoting additional taxi provision could lead to additional air quality and noise issues associated with additional traffic movements, although the potential introduction of an ultra low emissions zone at Euston could serve to mitigate these impacts. Promotion of taxis would represent an efficient use of energy, compared to more efficient transport modes. Promotion of taxis would represent an inefficient use of energy, compared to public transport modes. Providing the potential negative impacts are managed and mitigated as far as is possible then promoting additional taxi provision could support economic growth by providing a transport service that business travellers may want.

15.2.15 **Option SP3.2b (*Reduced taxi provision - seek to prevent additional taxi use)*** could raise negative impacts due to potential knock-on effects in terms of unauthorised taxi movements. The management of wider taxi movements is a matter beyond the remit of the Euston Area Plan, however under-providing for taxis and private hire vehicles could result in increasing unplanned, unmanaged taxi movements across the wider area. This could have negative implications in relation to safety, and would lead to unknown impacts in relation to a range of factors including noise (with the potential of unauthorised taxi movements in more noise-sensitive locations) and the local environment.

Strategic principle EAP4: Environment and open space strategy

- ***Alternative SP4.1: Do not seek an ultra low emissions zone at Euston***
- ***Alternative SP4.2: Do not specify energy centre locations/ local energy network potential***

15.2.16 **Alternative SP4.1 *(Do not seek an ultra low emissions zone at Euston)*** would be likely to have a range of significant negative impacts. This approach would mean that additional transport movements and growth would take place without the measures necessary to mitigate the emissions generated, including in relation to noise and air quality. This would also impact on health, in an area that already suffers from comparatively poor health levels. This approach would also fail to take advantage of the potential to promote the use of non-renewable resources and energy efficient design. This approach could also affect the potential for housing on sites where current emissions would render sites unsuitable, and would fail to take advantage of the opportunity to enhance biodiversity and the public realm through the creation of a cleaner environment. This option could generate positive economic impacts by reducing burdens on transport providers and developers, but could also generate negative impacts by failing to improve the attractiveness and quality of environment in the area.

15.2.17 **Alternative SP4.2 *(Do not specify energy centre locations/ local energy network potential)*** would be likely to have a significant negative impacts when

considered against the need to make efficient use of energy, and may reduce the potential for renewable energy generation, depending on advancements in fuel technology for local energy networks in the next few years. In failing to provide for this highly efficient form of energy, it may also fail to address fuel poverty, and would not allow for the most efficient possible use of energy infrastructure.

15.2.18 It is unclear whether this option would have negative impacts on housing and economic growth. Although this option could fail to help support the delivery of housing and jobs as it would not enable the provision of efficient supporting infrastructure, it may help deliverability by reducing requirements on development. Alternative wording to the preferred option to ensure that contributions towards a local energy network should be provided *where viable* would remove enable development to remain viable whilst still delivering efficient energy provision.

15.2.19 Local energy networks can raise air quality (and therefore health) issues, and alternative 3 would remove this impact. The preferred option could therefore ensure that any local energy network is designed, fuelled and managed in a way that does not cause harm in relation to air quality.

15.3 Alternatives for character areas

Development Principles EAP1: Euston Station and Tracks and EAP2: North Euston Cutting

- ***Alternative DP1.1: Seek a higher proportion of housing (in line with Policy DP1 of the Camden Development Policies) on the Euston Station and Tracks site (this option would involve separate consideration of Euston station and Tracks and North Euston Cutting sites).***
- ***Alternative DP1.2: Do not provide an open space on a deck over the railway cutting north of North Euston Cutting***
- ***Alternative DP1.3: Allow station development and over-site development to happen organically, rather than taking a comprehensive approach***
- ***Alternative DP1.4: Leave the development at the front of the station/ forecourt in its current form***
- ***Alternative DP1.5: Leave the eastern (Eversholt Street) flank of Euston Station in its current form***

15.3.1 **Alternative *DP1*.1 *(Seek a higher proportion of housing [in line with Policy DP1 of the Camden Development Policies] on the Euston Station and Tracks site [this option would involve separate consideration of Euston station and Tracks and North Euston Cutting sites]):*** Viability advice indicated that this option may affect the overall viability of the Euston Station and Tracks./ North Euston Cutting scheme. Initial high level viability testing suggests that development at North Euston Cutting could be feasible, but more detailed information on decking costs will be required. If North Euston Cutting is not delivered this could lead to a net reduction in housing delivery as most of the new housing in the plan area is delivered here. Other implications of this option are not entirely clear, although it would appear that it may be challenging to provide a high quality workable residential environment in some locations above the station, given the various constraints on the site, including lack of ground floor accessibility to the upper levels and a surrounding environment that does not naturally lend itself to the creation of a high quality housing or a sustainable residential community. A stronger emphasis on housing delivery on the station site may lead to negative impacts including locating sensitive residential uses in areas of higher noise levels and, potentially, lower air quality. It would also fail to take advantage of the major economic opportunities on the station site. It would therefore appear that this option would have less sustainability benefits than the preferred approach, assuming the Euston Station and Tracks site and North Euston Cutting are taken forward together to ensure an appropriate balance between residential, economic and other uses.

15.3.2 If North Euston Cutting were not to come forward for development (i.e. Euston Station and Tracks were to be taken forward on its own), this option may become comparatively more sustainable as it would ensure an appropriate balance between housing and employment uses (if a satisfactory residential environment can be ensured).

15.3.3 **Alternative *DP1.2 Do not provide open space on a deck over the railway north of North Euston Cutting***: the draft Sustainability Appraisal (July 2013) demonstrated the significant social and environmental sustainability benefits of providing open space above a deck over the railway to the north of the North Euston Cutting, but highlighted potential funding issues in relation to its delivery. However, whilst potential delivery options would need to be taken into account in drafting policy, increased development capacity identified in the proposed submission EAP would suggest an increased need for open space to meet additional demand, and may enhance financial viability. Without the provision of a large new park deck, the EAP would not

fully deliver the potential positive impacts in terms of ensuring access to open space, and enhancing wider accessibility through new connections across the railway tracks, and associated public realm, local environment, air quality and biodiversity gains. The need for enhancing open space provision would become even more important if the higher end of the capacities for new homes and jobs indicated in the EAP are proposed, which would create greater pressure for the provision of this larger open space. Therefore this option would raise sustainability issues, although policy wording would need to take into account cost and funding issues, and the EAP should include other measures to ensure open space provision to mitigate the open space impacts of HS2 and development.

15.3.4 **Alternative *DP1*.3 *(Allow station development and over-site development to happen organically, rather than taking a comprehensive approach)*:** this approach would involve considering the HS2 station separately from the Network Rail station, and from over-station development, involving more piecemeal approach to delivery. It would be likely to have a range of significant negative impacts, when compared to the proposed comprehensive approach. A failure to consider how the HS2 and National Rail station should be taken forward, along with the above station development across the station and tracks site, would be likely to:

- Fail to ensure that over station development can make full use of the potential housing, economic and regeneration benefits, both in terms of the level of development provided, and in terms of quality;
- make inefficient use of the site, crating a disjointed place where buildings do not relate appropriately to each other;
- Fail to ensure that appropriate social benefits are provided, including providing opportunities for local deprived communities to benefit from economic growth
- Fail to take a planned approach to ensuring that development can provide appropriate mitigation, and ensure land uses are located appropriately, in relation to noise, air pollution and flood risk;
- Fail to plan properly for onward movement of rail passengers, visitor, workers and residents, and failure to plan early for the provision of effective and sustainable energy infrastructure.

15.3.5 **Alternative *DP1*.4 *(Leave the development at the front of the station/ forecourt in its current form)***. It would be possible to develop the land over the existing station without developing the existing buildings in the forecourt area. This option may be easier deliver as the buildings are privately owned, in contrast to the publicly owned Network Rail/ HS2 land behind. The appraisal indicates that this option would be likely to generate a number of negative sustainability impacts when considered against the SA criteria:

- The current layout has significant negative impacts in terms of economic growth and regeneration by failing to change the current poor quality buildings which detract form the area and cause harm to the image of the area. This would be likely to affect the investment potential of the area.
- Significant negative urban design implications by retaining the current poor quality façade, which is highly prominent, as well being in a historically sensitive location facing onto Euston Square Gardens.
- The forecourt area and buildings currently act as a partial barrier to accessibility, movement and legibility, which would be continued under this option.
- More effective use could be made of this land both in terms of density and value
- Failure to take opportunities to provide a greener environment
- Continued use of an outdated building which is unlikely to be as energy efficient as a new building, and unlikely to have the same potential for renewable energy use.

15.3.6 However, this option would be likely to generate a positive sustainability outcome by reducing the amount of waste going to landfill, compared to an option that would involve demolition and redevelopment.

15.3.7 **Alternative *DP1*.5 *(Leave the eastern (Eversholt Street) flank of Euston Station in its current form)*:** It may be possible to develop some land over the existing station without the removal of the two eastern Network Rail platforms to create active ground floor frontages n the eastern flank of Euston Station. This option may be easier to deliver and would remove potential inconvenience or disruption to Network Rail. However, the assessment indicates that it would be likely to have a number of significant negative sustainability impacts:

- Failure to address current blank station wall frontage, which reduces overlooking and perceptions of safety along Eversholt Street
- Failure to take advantage of opportunities to provide new uses could provide additional amenities for local people
- Failure to make the most of opportunities to deliver regeneration and economic growth and make efficient us of land through development for active uses.

15.3.8 This option may deter walking as an alternative to the car due to the current negative street environment. However, it may be more positive compared to the preferred approach taken in relation to rail travel, as it would not involve the loss of any Network Rail platforms.

15.3.9 This option would be likely to generate a positive sustainability outcome by reducing the amount of waste going to landfill, compared to an option that would involve demolition of existing platforms

Development Principle EAP3: Euston Road

- ***Alternative DP3.1: More stringent in relation to reducing traffic as part of enhancing the environment for pedestrians and cyclists***
- ***Alternative DP3.2: Do not seek to redress the balance between motorised transport and walking/ cycling along Euston Road***

15.3.10 **Alternative *DP3*.1 *More stringent in relation to reducing traffic as part of enhancing the environment for pedestrians and cyclists:*** This alternative would be likely to generate significant positive sustainability outcomes in relation to urban design by reducing traffic dominance, enhancing the public realm and the setting of heritage assets, including listed buildings. Reduced traffic dominance would also be likely to improve access to facilities, and to help reduce noise and air pollution from vehicles. Enhance pedestrian accessibility and public realm would also be likely to generate positive impacts in relation to poverty/ exclusion and regeneration.

15.3.11 This alternative would also be likely to generate both positive and negative outcomes against some sustainability indicators. In relation to health and safety, reduced traffic dominance could enhance the safety of pedestrians and cyclists, as well as improving air quality. However, if there were still strong demands on Euston Road from vehicles, this could create potential conflict, depending on detailed design. This alternative would be likely to generate economic growth benefits by enhancing the appearance and function of the Euston area, but may also lead to negative wider impacts on the economy by reducing the capacity of the road for economy-related journeys. In relation to private motorised transport, whilst this alternative would be

likely to be positive outcomes by promoting walking and cycling, reduced road capacity would be likely to affect bus movement along Euston Road.

15.3.12 **Alternative *DP3.2 Do not seek to redress the balance between motorised transport and walking/ cycling along Euston Road:*** This alternative would be likely to generate significant negative sustainability outcomes in relation to urban design by failing to address traffic dominance and public realm issues. A failure to address traffic dominance would mean that Euston Road would continue to act as a barrier for communities to facilities either side of the road, and current noise and air pollution problems would remain. A failure to address pedestrian accessibility and public realm would maintain the barrier effect of Euston Road on disadvantaged communities to the north of the road.

15.3.13 This alternative would also be likely to generate both positive and negative outcomes against some sustainability indicators. In relation to health and safety, reduced traffic dominance could enhance the safety of pedestrians and cyclists, as well as improving air quality. However, if there were still strong demands on Euston Road from vehicles, this could create potential conflict, depending on detailed design. This alternative would be likely to generate economic growth benefits by enhancing the appearance and function of the Euston area, but may also lead to negative wider impacts on the economy by reducing the capacity of the road for economy-related journeys. In relation to reducing reliance on private motorised transport, whilst this alternative would be likely to be positive outcomes by promoting walking and cycling, reduced road capacity may affect bus movement along Euston Road.

Development Principle EAP4: Drummond Street/ Hampstead Road

- ***Alternative DP4.1: Do not create a 'no through traffic' area around Drummond Street***
- ***Alternative DP4.2: Redevelop Maria Fidelis school site for alternative uses (not open space)***

15.3.14 It should be noted that options for Drummond Street and Hampstead Road are being considered in detail in terms of transport implications in the Transport Study being prepared by TfL to support the EAP. The options presented below are extracted from the draft Sustainability Appraisal, and therefore have been initially assessed on this basis. Some of the options which at a high level perform poorly in terms of sustainability, could be mitigated, which the Transport Study will help to identify.

15.3.15 **Alternative *DP4*.1 *Do not create a 'no through traffic' area around Drummond Street*:** Given the potential increase in traffic levels in the Euston area following the arrival of HS2, vehicular movements could have a significant impact on the Drummond Street area. Significant negative sustainability impacts identified against the SA criteria are:

- Economic growth and employment: traffic dominance could have a significant impacts on the Drummond Street neighbourhood centre and its local businesses
- Regeneration and sustainable communities: a potential significant rise in traffic levels could start to create a separation between the two sides of the street and consequently have an impact on the role of the street as a key hub of local activity
- Noise and air quality: increases in traffic could generate noise and air pollution from vehicles, although the designation of Euston as an ultra low emissions zone could reduce this potential impact

15.3.16 Other potential negative impacts include:

- Healthy and safe communities: extra traffic could lead to conflict between pedestrians and vehicles, with consequent implications for safety.
- The may be some impact on accessibility due to increased traffic levels
- The quality of the local environment may be reduced due to increased vehicular movement
- This option would provide for private vehicle movements at the likely expense of other road users.

15.3.17 **Alternative *DP4.2 Redevelop Retain Maria Fidelis school site for alternative uses (not open space)***: The loss of this potential open space site would mean a failure to re-provide the open space to be lost at the adjacent St James's Gardens and Hampstead Road open space as a result of HS2. This would lead to a shortfall in the area.

15.3.18 This option could contribute to housing and jobs growth by delivering new mixed uses. However, it would contribute to a shortage of open space in the area, when net additional space is required to support housing and jobs growth, to ensure the creation of a high quality residential environment for new homes and ensure an attractive local environment to attract investment. Therefore this option would generate both positive and negative impacts in relation to housing and the economy/ employment.

15.3.19 This option would also generate strong negative impacts in relation to:

- Access to open space, with the loss of a potential open space floorspace that is needed not only to support growth but also to replace open space lost as a result of HS2
- A net loss of open space in this urban area would be likely to have strongly negative implications in terms of regeneration and the creation of sustainable communities
- Loss of (and failure to replace) an SINC meaning loss of biodiversity, as well as loss of greenery t6hat can contribute to addressing air quality and flood risk.

15.3.20 The failure to re-provide open space in this area would also lead to negative health implications in terms of health (exercise, well-being and air quality mitigation), in an area that suffers from deprivation and health issues. It would also be likely to have a negative impact in terms of urban design and the quality of the local environment removing an appropriate location for the re-provision of listed structures in St James's Gardens and green space that makes a positive contribution to the character of an area.

15.3.21 However, if Euston Station were to be redeveloped on its own footprint, this option would not raise the same sustainability issues as the requirement to re-provide St James's Gardens would fall away. In this instance, the negative impacts of this alternative would be reduced and it may generate positive outcomes by delivering new mixed uses in a sustainable location (subject to satisfactory relocation of the existing school use).

Development Principle EAP5: Regent's Park Estate

- ***Alternative DP5.1: Do not seek to address routes through Regent's Park Estate?***
- ***Alternative DP5.2: Less growth and change on Regent's Park Estate***
- ***Alternative DP5.3: More growth and change at Regent's Park Estate***

15.3.22 **Alternative DP5.1** ***Do not seek to address routes through Regent's Park Estate*** would be likely to generate a number of negative outcomes when compared to the preferred approach. Not addressing routes through the estate would mean that existing accessibility and legibility issues remain. Some routes currently experience limited overlooking, compromising pedestrian safety. The current layout creates towards a disjointed urban form in some places which reduces the quality of the public realm and the efficiency of the urban layout. These issues would not be addressed under this option.

15.3.23 There may be some benefit from this option in terms of noise generation, improved legibility of the road network leads to an increase in traffic through the residential estate. However, the improvement of pedestrian and cycling links and the public realm could also serve to reduce car use in the area.

15.3.24 **Alternative DP5.2** ***Less growth and change on Regent's Park Estate*** would generate a negative impact in relation to housing as it would result in the delivery of less homes, including affordable homes, which are needed to meet needs and, potentially, to re-house residents who lose their homes as a result of HS2. This option would also reduce the potential for new infill to provide greater overlooking of the public realm, thus failing to take opportunities to enhance community safety. New development and infill could be used to enhance the legibility of the estate, creating a safer and higher quality public realm, thus increasing the benefits of regeneration and delivering urban design benefits: this option would fail to achieve this, instead retaining the current issues in relation to public realm. This option would also fail to ensure efficient use of land in an area with good public transport links, which is well placed to support a local energy network.

15.3.25 Less redevelopment would be likely to have a positive sustainability impact by reducing the amount of demolition work, thus reducing the amount of material taken to landfill.

15.3.26 **Alternative DP5.3:** ***More growth and change at Regent's Park Estate:*** Positive impacts could include making more efficient use of land through creating higher densities of housing, in an area with good public transport connections, and with good potential to support a local energy network. Greater intervention would also provide the potential to further increase the accessibility and legibility of the estate.

15.3.27 This option may potentially deliver sustainability benefits through the delivery of additional housing, including affordable housing for those in need, as well as offering greater opportunities to improve the urban fabric of the area. However, depending on the approach taken, significant levels of intervention may begin to harm the quality of the residential environment, community cohesion and the built fabric in the area, with potential increases of the level of disruption on the community.

Development Principle EAP6: Ampthill and Mornington Crescent

- ***Alternative DP6.1: Less growth and change on Ampthill***
- ***Alternative DP6.2: More growth and change on Ampthill***

15.3.28 **Alternative DP6.1** ***(Less growth and change on Ampthill)*** would fail to take opportunities to make better use of under-utilised land to provide additional housing, or to address existing issues relating to the layout and form of the estate, which impacts on the quality of the local environment, accessibility through the area, overlooking, and the safety of the public realm and designated public open space. It

may generate a benefit in relation to noise impacts as it would avoid providing additional housing next to the railway line, and reduce impacts on existing communities.

15.3.29 **Alternative DP6.2** ***More growth and change on Ampthill:*** Positive impacts could include making more efficient use of land through creating higher densities of housing, in an area with good public transport connections. Greater intervention would also provide the potential to further increase the accessibility and legibility of the estate.

15.3.30 However, depending on the approach taken, additional levels of intervention may begin to harm the quality of the residential environment, community cohesion and built fabric in the area, with potential increases in the level of disruption on the community. The impact on privacy, amenity and safety needs to be balanced with wider policy objectives.

Development Principle EAP7: West Somers Town

- ***Alternative DP7.1: Do not seek to identify intensification opportunities at Churchway***
- ***Alternative DP7.2: Do not include the relocation of Maria Fidelis Lower School on the Drummond Street site (redevelop for other uses such as housing)***

15.3.31 **Alternative DP7.1** ***Do not seek to identify intensification opportunities at Churchway***: This would result in negative sustainability results compared with the draft EAP approach as it would not provide opportunities to consider delivering additional housing to meet needs and fail to make the most efficient possible use of land in a location with excellent public transport links. Intensification/renewal of the site in consultation with the local community could deliver a development of higher urban design and environmental quality: this option would not achieve these benefits. However this option would reduce the amount of construction materials sent to landfill.

15.3.32 **Alternative DP7.2** ***Do not include the relocation of Maria Fidelis Lower School on the Drummond Street site (redevelop for other uses such as housing):*** This option would provide a sustainability benefit by providing new housing, Camden's priority and use. However, the failure to allow for the re-provision would be likely to generate significant negative sustainability outcomes, in the context of the potential impacts of HS2 related noise and disruption on the existing Maria Fidelis schools site, the consequent need to consider relocation the school and the suitability of the site to enable the delivery of a consolidated schools site for Maria Fidelis. Without the re-provision of the school site, there could be significant impacts on the local community, which includes significant pockets of deprivation, in terms of the ongoing viability of an existing community facility.

15.3.33 However, if Euston Station were to be redeveloped on its own footprint, this option would not raise the same sustainability issues as the need to re-provide Maria Fidelis Lower School would reduce. In this instance, the negative impacts of this alternative would be reduced and it may generate positive outcomes by delivering new mixed uses in a sustainable location (subject to satisfactory relocation of the existing uses).

16. CONCLUSIONS

16.1 The key issues to be addressed by the Euston Area Plan are summarised in each chapter/ section of this report, and demonstrate that there are a number of challenges in the Euston area which the plan should aim to address wherever possible. In particular, the arrival of HS2, if the project proceeds, will have a significant impact on the physical and social environment at Euston. In the longer term the Euston Area Plan will seek to mitigate impacts and harness any possible benefits associated with HS2, particularly in terms of repairing the urban fabric and replacement of homes, open spaces and businesses lost. The redevelopment of the station, whether through HS2 or not, could help to secure wider investment in the area.

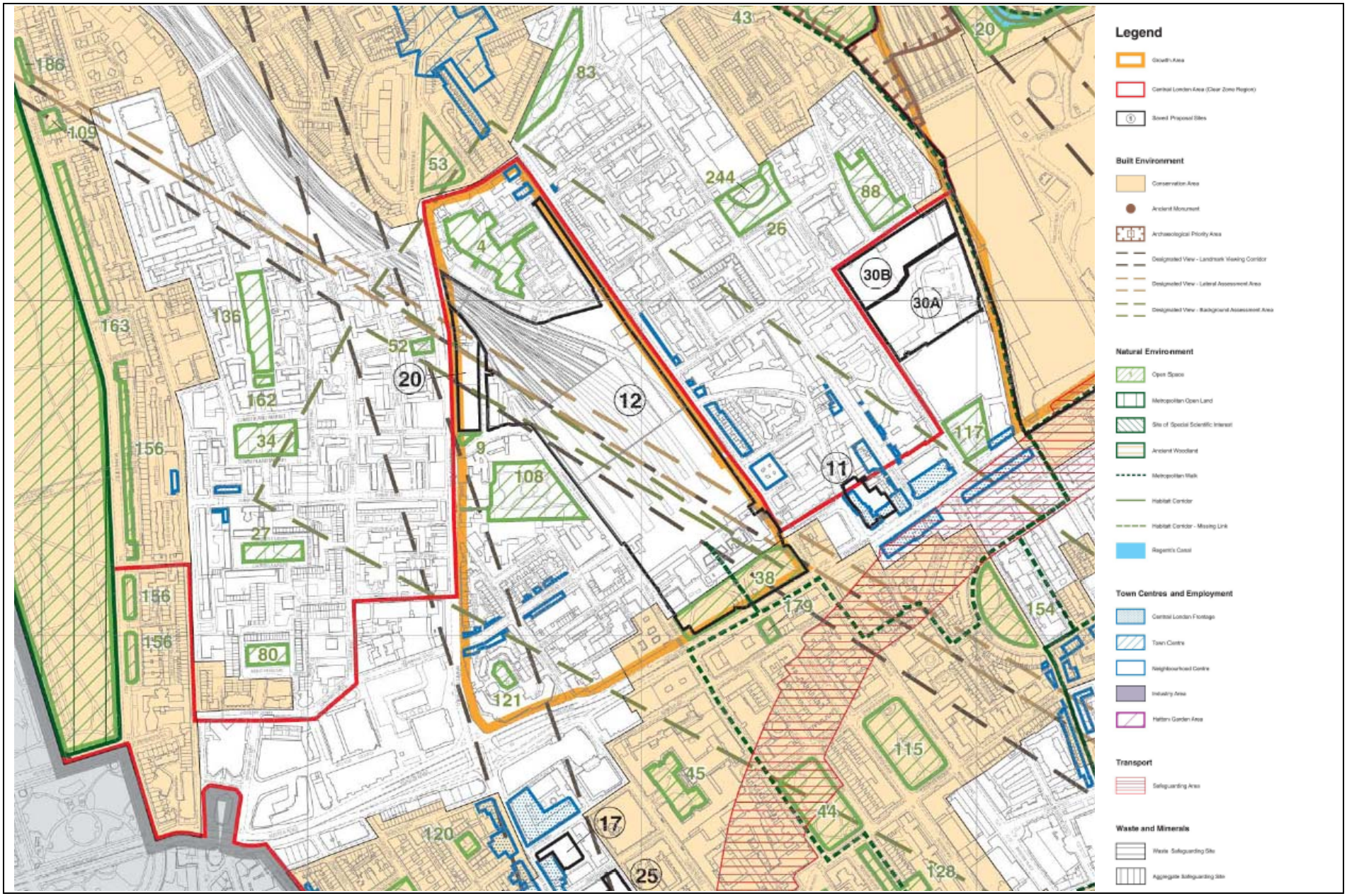
Euston Area Plan

Euston Area Plan Background Report

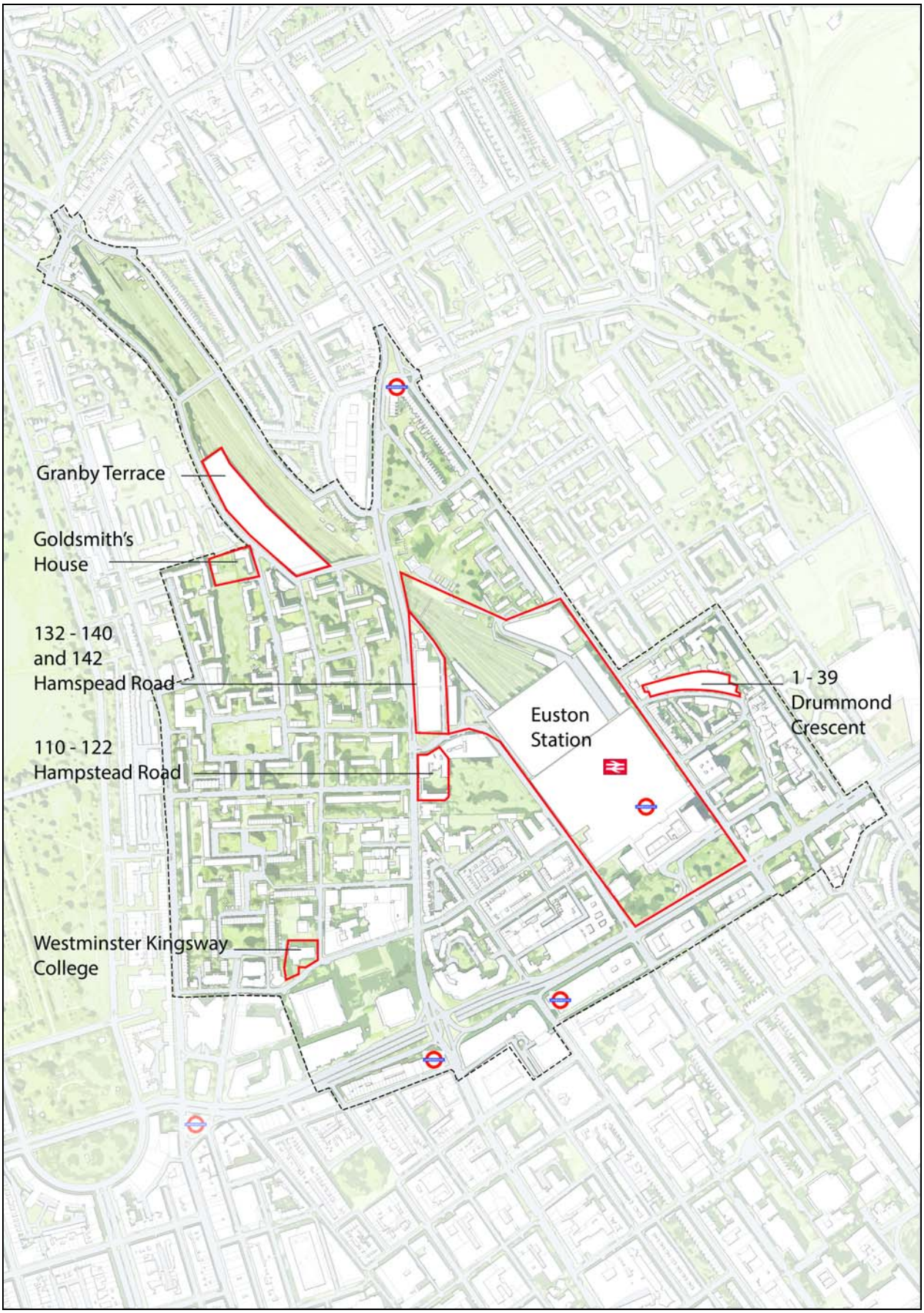
Appendix 1

Policy summary and maps

Camden Local Development Framework - Proposals Map



Appendix 1 Map 2: Camden Site Allocations in the Euston area



Appendix 1. Document Review

Please note that this document review is not exhaustive, but summarises a number of the key policy, guidance and evidence base documents that have helped to inform the production of the Euston Area Plan.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
LB Camden documents			
Planning Policy and guidance			
Core Strategy	Adopted	Sets out Camden's overarching strategy for growth and development from 2010-2025. The Core Strategy sets out Camden's approach to growth in different parts of the borough (policies CS1-CS4). Euston is identified as a growth area with around 1,500 homes and 70,000 sqm business space (Policy CS2 and supporting text). Potential development sites cited include above Euston Station, the BHS depot site and the National Temperance Hospital. Key council aspirations for the Euston area are provided (see Core Strategy for full text): • 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 • Comprehensive and integrated approach to development in the Euston area The Core Strategy provides a range of policies in relation to meeting Camden's needs for new homes, jobs and facilities (policies CS6-CS8 and CS10), and establishes housing as the borough's priority land use. Policy CS6 seeks to	Area Plan should be in accordance and help to implement the Core Strategy policies. Aspirations for the Euston area should inform the approach taken in the Area Plan

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		ensure that 50% of Camden's borough wide target for new homes is provided as affordable housing, and introduces a borough-wide target tenure split of 60% social rented/ 40% intermediate. Policy CS7 promotes in the range of 20-30,000 sq m additional retail at Euston and Camden Town, with the majority expected to take place at Euston. It also sets out centre-specific planning objectives for each centre, including Camden Town Centre and King's Cross/ Euston Road Central London Frontage. It allows for additional food, drink and entertainment uses in the western part of the King's Cross/ Euston Road CLF provided they do not undermine the area's retail function and mix of uses in the area, in line with the guidance set out in the revised planning guidance SPD for Central London. Policy CS8 promotes the provision of in the range of 70,000 sq m of office provision at Euston and seeks to safeguard existing employment sites that meet the needs of modern industry and other employers. It recognises and encourages the concentrations of creative and cultural businesses in the borough. Policy CS9 sets out specific objectives for Central London, which seek to balance a range of competing demands on the area, including the protection of residential amenity and facilities, and the world city role of central London with it variety of educational and other institutional uses, business and cultural uses. Policy CS10 supports the rebuilding of Maria Fidelis convent School and conversion to mixed entry. Policy CS11 sets out Camden's approach to promoting sustainable and efficient travel, supporting key infrastructure needed to support growth, measures to promote walking, cycling and public transport, and measures to manage private travel and freight. It promotes the redevelopment of Euston Station (prior to HS2 proposals) and the provision of an improved public transport interchange. Policies CS13-CS18 address a range of environmental issues including climate change (CS13) design and heritage (CS14), open spaces and biodiversity (CS15), health and well being (CS16), safety (CS17) and waste and recycling (CS18).	

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		Policy CS13 and supporting map 4 support making use of energy from efficient sources, including the proposed Euston Road decentralised energy network. CHP is highlighted as a key means for Camden to achieve its carbon reduction targets. It also seeks to make Camden a water efficient borough and to minimise the potential for surface water flooding. Under policy CS15, Camden will protect designated open spaces and other suitable land of 400sq m or more on large estates with the potential to be used as open space. Camden will also tackle deficiencies and under-provision and meet increased demand for open space by: • providing additional open space at King's Cross as well as securing additional open space in the growth areas, including Euston. • Securing improvements to publicly accessible open land on the Council's housing estates • This should be through on-site provision where possible, as well as improvements to open spaces, access arrangements and connections between spaces from developments that create an additional demand for open space. Policy CS19 addresses the delivery and monitoring of the Core Strategy. *Please see Appendix 1 Map 1 (at the end of this Appendix) for the Camden LDF proposals map (Euston area excerpt)*	
Development Policies	Adopted	Sets out a range of detailed development management policies which provide further detail on how Camden will manage new development in order to deliver the priorities set out in the Core Strategy. This includes details on how Camden will address housing, jobs and facilities, transport, climate change, design and heritage and quality of life. In order to ensure the viability of housing (including affordable housing) on smaller sites, Camden Development Policy DP2 introduces a sliding scale for the provision of affordable housing as part of new development, from 10% for developments with capacity for 10 or more dwellings to 50% for developments	Guidance in the Area Plan should reflect and comply with the Camden Development Policies.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		with capacity for 50 dwellings. Policy DP10 sets out Camden's approach to encouraging provision for small and independent shops as part of new development. Policy DP11 sets out how Camden Council will promote and protect markets in the borough. Policy DP12 sets out a range of considerations that will be taken into account in relation to managing town centre development and managing the impact of food, drink, entertainment and other town centre uses. Under Development Policy DP13, businesses uses will be protected unless it can be demonstrated that a site is no longer suitable for its existing use, and alternative business uses have been considered over an appropriate period of time. Policies DP16-DP21 set out Camden's approach to managing the transport impact of development, including through the use of Travel Plans and Transport Assessments; promoting walking, cycling and public transport; limiting the availability of car parking and minimum bicycle parking standards; and seeking sustainable, low-impact movement of goods and materials. Camden Development Policy DP22 expects new residential development to meet Code Level 4 by 2013 and Code Level 6 (zero carbon) by 2016, and expects new non-domestic developments of 500sm floorspace or above to achieve 'very good' BREEAM, with 'excellent' from 2016 and encouraging zero carbon from 2019. DP23 requires development to reduce the pressure on the combined sewer network and the risk of flooding including through the use of sustainable urban drainage methods to reduce the risk of surface water flooding. Policy DP31 requires that developments make an appropriate contribution to the supply of open space, with a standard of 9 sq m open space per person).	
Site Allocations	Submission stage	Provides guiding principles for key development across the borough that will provide housing, employment and other uses to support delivery of Core Strategy objectives.	Sites and guidance to be taken into account, and incorporated where appropriate into the Area Plan.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		Sites identified in the Euston area are: • Euston Station, Euston Road • BHS Warehouse, 132-140 Hampstead Rd and 142 Hampstead Rd • Granby Terrace Depot • 110-122 Hampstead Road (Former National Temperance Hospital) • 1-39 Drummond Crescent (Euston Traffic Garage) • Westminster Kingsway College, Regent's Park Centre, Longford Street • Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/Augustus St *Please see Appendix 1 Map 2 (at the end of this Appendix) for a map of the Camden Site Allocations.*	
Camden Planning Guidance SPD (2011)		Sets out a range of detailed guidance which provide further detail on how Camden will apply the policies set out in the Core Strategy and Development Policies. The guidance is broken down to cover 8 different areas: • Design • Housing • Sustainability • Basements and lightwells • Town centres, retail and employment • Amenity • Transport • Planning obligations Includes specific guidance on Camden Town Centre (area around Mornington Crescent is within the town centre boundary). The southern (Mornington Crescent) end of the town centre is defined as a secondary frontage, which are defined as having a varied character and a range of uses. Camden will generally resist proposals that will result in less than 50% of the premises in Secondary Frontages being in retail use.	Guidance in the Area Plan should reflect and be informed by that set out in the Camden Planning Guidance SPD.
Euston: A Framework for change SPD (2009)		Euston: A Framework for change sets out how the Euston area could change in the future. It provides a context for development and other change for Euston	Guidance in the Area Plan should take into account the priorities and

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		Station and the surrounding area, and sets out key policy requirements that would apply to any development. The SPD addresses the type and mix of land uses that would be sought above and around the station, and provides guidance on key development sites in the area. The Framework includes the following broad objectives for the Euston area: • Creating a new station interchange of the highest possible quality to support the ongoing improvement of national, regional and local rail and related infrastructure • A new station as a fundamental ingredient of a fully integrated public transport exchange which provides improved connectivity between modes and meets future requirements for easy and convenient movement of users of rail, underground, bus, and taxis • A comprehensive approach particularly in the Euston Station area where development can take place together or in phases and is integrated so that wider objectives are met over time. • Identifying and enabling the necessary social, environmental and economic infrastructure is put in place to support development and to meet the future needs of the area. • A sustainable and rich mix of uses at the station and other sites, that comply with the policies and targets of the London Plan and Camden Unitary Development Plan, and generate value to help towards a more viable and sustainable future for the station, the local area and it's economy. • Providing high quality design in all aspects of development which responds to the wider historic environment including listed buildings and conservation areas in this key part of London, with increased accessibility and permeability and integration with surrounding areas and a safe and attractive public realm. • Involving local communities in shaping this framework and future development proposals and working in genuine partnership with all stakeholders to secure the improvement and regeneration of the area which is an important part of the London Borough of Camden. • Development and construction works that are well-planned and managed so that the timing and phasing of new development coincides with the necessary transport capacity and access improvements.	principles set out in the Framework for Change, where appropriate.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
Euston Estate Vision Master Plan (Euston Estate Ltd, 2008)		Euston Estate Ltd is a landowner and this document sets out a vision for mixed use development above Euston Station, including offices and residential. This was produced by Euston Estate Ltd as a discussion document. Sets out principles relating to public realm and transport, Euston station and interchange, design and masterplanning. Includes indicative drawings showing how the site could be developed, including building locations and massing and routes. Key themes highlighted within place making principles include: • Links, Connections & Permeability • Robustness & Flexibility • Sustainability & Bio-Diversity • Vitality and Temporal Vitality • Legibility & Character	Principles should be incorporated where appropriate.
Euston Arch Discussion Document (Euston Estate Ltd, 2009)		Report is an addendum to the Euston Estate Vision Master Plan. The Euston Arch was demolished to allow the development of the current station. The pieces of the Arch itself were reused. 4000 tonnes (60% of the stones) were used in filling a problem rift in the River Lea at the Prescott Channel. Other parts of the Arch were built into the home of the engineer who oversaw its demolition. A campaign exists to rebuild the Arch. Considers the following options for the Euston Arch: • Option 1: Arch Re-creation (freestanding): the re-creation of the original Arch and locating it on Euston Road between the two existing 1870s lodges. • Option 2: Arch Re-creation (courtyard): As option 1, incorporating it with an enclosed forecourt • Option 3: Arch Re-creation (façade): recreate the original Arch but constructing it as part of the new frontage of Euston Station • Option 4: Cycle Bridge: supporting a proposed new combined foot/cycle bridge (placed at the rear of the station) with an arch • Option 5: Water Arch: a landmark water feature that would recreate an arch using jets of water • Option 6: Water Feature: provision of new water features/ fountains as part of a square that is a new multipurpose paved space	

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		• Option 7: Clock Tower: a new clock tower that could be freestanding in Euston Square Gardens or could be integrated into the building • Option 8: Roof Feature: a 'memory arch' built into paving on top of the roof garden in the exact location of the original arch • Option 9: Museum**:** recovering as much of the original arch as possible from the Prescott Channel and placing it in the Gardens. This may be in the form of a semi-built structure, or as a series of pieces. Comments that whilst there is a clear and strong argument for reinstating the Arch, there is an equally strong argument that a more modern design of gateway should be adopted and also that the money required to rebuild the Arch, while small in comparison to the overall costs of redevelopment, could be better spent elsewhere.	
Revised Planning Guidance for Central London: Food, drink and entertainment, specialist and retail uses (2007)		Provides advice on how Camden's planning policies will be applied in relation to proposals for food, drink and entertainment uses as well as retail and specialist uses in the Central London area. Sets out Camden's approach to protecting the retail function of Camden's Central London Frontages. Includes detailed guidance on how the Council will consider potential impacts or nuisances of proposals for food, drink and entertainment uses and the type of management measures that may be used in particular areas and frontages. The guidance seeks to prevent harmful impacts on the residential population, particularly as a result of noise disturbance or any other nuisances that may impact on residential amenity. King's Cross Road/ Euston Road Central London Frontage: • Allows for development for food, drink and entertainment uses to a maximum of 50% of each individual frontage • Encourages the introduction of active uses at ground floor level where there is currently no ground floor activity Chalton Street neighbourhood centre • Centre is in a state of decline, with moves away form retail use and vacancies at ground floor level. • Allows for the introduction of a variety of uses including non-shopping uses	The south-eastern part of the Area Plan, along Euston Road, forms part of the King's Cross/ Euston Road Central London Frontage. Parts of the Area Plan area include part (or all) of the following neighbourhood centres: • Chalton Street • Drummond Street • Eversholt Street Guidance for relevant parts of the Area Plan area should therefore consider the guidance set out in this SPD.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		such as offices and residential on the failing western side of Chalton Street. • The eastern side of Chalton Street remains viable as a neighbourhood centre, and planning permission will not be granted which results in either retail uses falling below 50% • To protect residential amenity, planning permission may only be granted for development of food, drink and entertainment uses normally up to a maximum of 25% of total units. Drummond Street neighbourhood centre • Notes specialist concentration of ethnic Asian (particularly South Indian) shops and restaurants, which contribute significantly to the character of this area and to the Central London Area generally. • Planning permission will not be granted for the further loss of retail premises due to relatively low provision of retail uses currently in the centre • Notwithstanding the above, guidance allows for a greater proportion of food, drink and entertainment uses above 25% (the usual limit), due to the significance of the concentration of ethnic Asian shops and restaurants in this centre (main potential lies in conversion of ground floor office units, which do not contribute significantly to the character and function of the centre). Eversholt Street neighbourhood centre • Highlights relatively low proportion of retail units in the centre (less than half), with more than a quarter of units in food, drink or entertainment use • Planning permission will not be granted any further loss of retail uses. • May be some scope for development of additional food and drink uses, provided these are small-scale, low impact uses such as restaurants and do not cause harm to local amenity. General guidance for neighbouring centres in the Central London area indicates that planning permission will generally not be granted for development which results in normally more than 25% of premises in a Neighbourhood Centre being food, drink and entertainment uses. University Area (to the south of the plan boundary): highlights general support in	

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		the Camden UDP for the expansion of educational uses (including university) in the borough. Highlights the importance of the education uses within the University Area and the need to balance the facilitation of growth with residential amenity and protection of heritage and open space. Tottenham Court Road/ Charing Cross Road Central London Frontage (to the south of the plan boundary): Tottenham Court Road is characterised by larger retail units and contains two distinct concentrations of specialist retail uses of London-wide significance - furniture/ home furnishings; and electrical goods. The SPD seeks to protect this retail function.	
Sustainability appraisals: • Core Strategy Sustainability Appraisal • Development Policies Sustainability Appraisal • LDF Sustainability Appraisal Scoping Report		The LDF SA Scoping sets out a framework for the assessment of the sustainability of Camden's LDF documents. It includes a set of sustainability objectives and criteria to be used in assessing plans. The Sustainability Appraisals of the Core Strategy and Development Policies both conclude that overall the plans will have positive sustainability impacts.	
Annual Monitoring Report 2010/11		Housing: • During 2010/11, Camden exceeded its target by providing 539 self contained homes and 146 non self contained dwellings. • Camden is on track to meet and exceed its London Plan target for new homes • In 2010/11, 142 affordable dwellings were completed, 31% of the number of completed dwellings from schemes proposing at least 10 homes. The majority of all affordable completions were from schemes with more than 50 housing units (70%). • 33% of all dwellings completed in 2010/11 are one bedroom dwellings, 35% two bedrooms and 23% three or more bedrooms • 36% of affordable completions in 2010/11 were 3 or more bedroom units, and 35% of all completed market housing contained 2 bedrooms. Business and employment: • A total of 81,733 sq m of Business (B1) floorspace was completed in 2010/11, representing a net increase in 19,537sq m. • Completion of General Industrial (B2) floorspace has increased over the last 5 years, with a small net gain of 164sq m in 2010/11.	

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		• Decreases have been recorded for every year in the last five years for storage and distribution (B8) floorspace with 2,935sq m net reduction in 2010/11. • The conversion of London Plan jobs targets to employment floorspace has been undertaken at a rate of 1 job = 19sq m. This rate is derived from Employment Densities (Arup for English Partnerships and the Regional Development Agencies, 2001). • Net loss in VAT registered businesses in 2009 of 405, in line with London-wide and national trends Retail and town centres: • The proportion of A1 uses in retail frontages has declined in Camden over the last 5 years from 49% (2096 units) to 44% (1910 units). The proportion of food, drink and entertainment uses (A3, A4 and A5) has increased share slightly from 18% (782 units) to 21% (887 units), although there has been an overall reduction in A4 uses • The predominant trend for retail floorspace change in Camden is the redevelopment mixed use schemes to provide a similar quantity but higher quality of retail space. • The vacancy rates in all Camden's shopping streets [3] have increased from 5% to 7% in the last 5 years • There has been a net increase of 5,248 hotel rooms in the previous 10 years. In the previous 5 years, there has been an increase in 628 hotel rooms (St Giles House Hotel and St Pancras Chambers from 2010-2011). Sustainability: • In 2010/11, of the 23 schemes undertaking BREEAM assessments: 4 achieved 'Excellent', 17 'Very Good' , 2 'Pass' (both change of use only with minimal physical changes). • In 2010/11, 9 schemes undertook a Code for Sustainable Homes assessment, with 2 achieving 'Level 4' and 7 achieving 'Level 3'. Travel: • Bicycle use in Camden has doubled since 2001 and car usage dropped 25% over the same period • In 2010/11 382 dwellings (72% of all completed) were designated as 'car free'	
Camden formal response to the High Speed Two Consultation July		Sets out the likely impacts of High Speed Two on Camden (in particular the Euston area), and the mitigation measures that would be required to address	Incorporate potential HS2 mitigation measures (including potential sites

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2011		these impacts. Key issues include: • Re-provision of homes lost as a result of the expansion of Euston, with upfront funding to allow this pre-construction where possible; • A net increase in the number of homes (including affordable homes) as a result of development on and around the station; • Funding to enable the redevelopment of a new consolidated Maria Fidelis school on the Phoenix Road site; • Re-provision of open space lost through the development, and additional new open space; • Support and financial assistance for businesses that to lose their premises (including re-provision of premises as part of above station redevelopment), and for businesses that would be affected by ongoing construction impacts; • Maximise the extent of decking over the station and tracks to minimise noise and disturbance from HS2 and to provide a good quality residential environment and public realm; • Meet the full needs for improvements to transport interchange, including increased capacity on existing and new underground lines and pedestrian and cycle links; • Measures to minimise disruption, noise and disturbance during the construction process.	for replacement housing and business space) where appropriate into the Euston Area Plan.
Transport			
Camden Transport Strategy (LIP) 2011		The Camden Transport Strategy and Local Implementation Plan is a five-year transport strategy required by the Mayor for London. It sets out the future direction for transport in Camden and describes the context of traffic and transport in the borough, the challenges Camden face and how, through the objectives and actions outlined in the Strategy, Camden proposes to address them. This document also forms the basis of funding requests to Transport for London (TfL) for borough transport schemes. The strategy includes the following objectives: • Objective 1 - Reduce motor traffic and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough' • Objective 2 - Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden	

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		• Objective 3 – Improve road safety and personal security for people travelling in Camden • Objective 4 – Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people • Objective 5 – Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement • Objective 6 – Ensure the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development • Objective 7 – Ensure the transport systems supports access to local services and facilities, reduces • inequalities in transport and increases social inclusion • Objective 8 – To ensure that the provision of parking is fair and proportionate by considering the • needs of all users, whilst also encouraging sustainable travel choices • Objective 9 - Support the delivery of a successful London 2012 Olympic and Paralympic Games Highlights existing issues in terms of rail and tube capacity at Euston Station, highway congestion (and air quality) along Euston Road, and pedestrian Highlights the severance impacts of Euston Road, which cuts off some of the most deprived communities of St Pancras and Somers Town from services and amenities south of the borough. (and cuts off the south from the facilities and main line rail stations to the north of Euston Road.) Projects in the Euston area include: • Funding secured for a number of Major Scheme Funding projects in the borough including Bloomsbury Streets for People and the West End project, which includes introducing two-way traffic on Tottenham Court Road/Gower Street, as well as junction simplification and significant public realm/ accessibility improvements at Euston Circus; • Euston Station to St Pancras Station Walking Route **-** Walking route improvements on Brill Place/Phoenix Road which between the two busiest rail stations in the borough. Measures to include lighting, footway surface	

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		improvements and improved crossings. • West Euston **-** Public realm improvements for deprived area and will also improve pedestrian footway and crossing facilities, investigate potential for cycling and pedestrian permeability improvements, improved signage and lighting, street trees and increased cycle parking where appropriate. • Legible London signage being rolled out across a variety of locations including Euston Borough wide measures include provision and promotion of additional cycle parking, electric vehicle charging points and car clubs	
Interim Camden Parking and Enforcement Plan (2005)		Sets out Camden's approach to managing parking across the borough. Different conditions apply in different locations and on different types of roads, and so there is no single road user hierarchy that can be applied to the whole borough. However, the following road user hierarchy is appropriate for most parts of the borough: • Pedestrians • Cyclists • Buses and public transport (including taxis) • Freight (including loading/unloading) • Private cars and motorcycles • On-street parking. Policies address a range of parking objectives to balance a variety of demands, recognising the needs of residents and businesses whilst reducing congestion and promoting sustainable travel. Safety, carriageway capacity and meeting the needs of essential users and disabled people are also addressed. The plan seeks to promote cycle parking and support car clubs The whole of the public road network in Camden is subject to parking controls through the use of Controlled Parking Zones (CPZs).	
Annual Parking Report (2011)		Provides updates on parking and enforcement statistics, financial information and the results of relevant monitoring activity The ratio of permits to on-street parking spaces in CPZs relevant to the study area	

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		are: • CA-C Holborn & Covent Garden:1.07 • CA-D Kings Cross: 1.07 • CA-E Bloomsbury & Fitzrovia: 1.04 This is a relatively high ratio compared to the borough average of 0.94, and indicates a comparatively high level of pressure on on-street parking spaces in and around the study area. The number of car club vehicles in Camden has increased from 66 in 2007/8 to 266 in 2010/11, whilst the umber of car club members has increased from 2,501 to 8,937 over the same period. Cycle hire: There are now over 400 docking stations in central London, with 43 stations in Camden. Another 6-8 stations will be built in the southern part of Camden in 2011-12.	
Camden Network Management Plan 2004		Sets out Camden's approach to network management, including the Council's policies for managing its road network, how Camden manages its network practically, and performance monitoring. Tottenham Court Road/Gower Street is a major gyratory. 'Metropolitan' links on the Transport for London road Network (TLRN) include: • Euston Road (A501) • Hampstead Road (A400) • Harrington Square (south) (A400) Major roads include: • Eversholt Street (A4200): on the Strategic Road network • Parkway (A5203): 'Other Borough distributor road Other busy bus routes include: • Harrington Square (east) • Churchway (south of Grafton	

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		• Place) • Euston Square Albany Street is a 'less busy bus route'. Other emergency routes: Gordon Street, Melton Street, Cardington Street, North Gower Street	
Farrells: Bloomsbury - A Strategic Vision		Key proposals to inform the Euston Area Plan: • Reconfiguration of Euston Square with more direct pedestrian crossing across Euston Road to Endsleigh Gardens • Euston Road Underpass Project: Remove traffic islands, introduce raised tables and direct pedestrian crossings at intersections (Euston underpass and north entrance of Gower Street) • Introducing two-way traffic movement to Tottenham Court Road and Gower Street • Remove gyratory at Euston Road underpass Other proposals: • Reinventing Bloomsbury's squares through improvements to the character and quality and creating an integrated landscape network. • Reinforcing the status of Bloomsbury as London's 'intellectual heartland', giving coherence to the spaces around the university buildings and improving the connections between them and creating a university 'high street' along Malet Street • Improving connectivity to and the visibility of the British Museum and promoting Bloomsbury's cultural assets • Promote a clear wayfinding and mapping strategy for Bloomsbury, introducing widened pedestrian crossings to Bloomsbury from surrounding stations • Detailed design suggestions for the design of streets	
Economy and employment			
Camden Retail Study Update 2008		Sets out current shopping and leisure patterns in the area, profiles visitors to Camden's (and Islington's) centres) and the need for additional retail floorspace. Taking into account residual expenditure available and relevant deductions (including committed floorspace)	

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		Identified a need for between 27,100 and 31,200 sq m additional retail floor space up to 2027: • Net floorspace requirement for comparison retail goods up to 2027will be between 22,500 (if Brent Cross extension is built our by 2017) and 26,500 • Net floorspace requirement for convenience retail goods up to 2027will be between 4,600 (if Brent Cross extension is built out by 2017) and 4,700. Indicates that there is limited space within existing centres to accommodate this additional retail. Includes a healthcheck on Camden's main centres, including Camden Town. Highlights the strong performance and unique character of Camden Town centre. Highlights the need to protect the character of the northern part of the centre from an increase in multiples, which could harm the viability of traders housed in smaller units.	
Camden Employment Land Review 2008		The study was commissioned by Camden Council to assess the future demand for employment land, compare it with the land supply provided under current planning policies and make policy recommendations accordingly. The study draws a number of key conclusions: • The Council should seek to protect existing offices in the Central London Area and do all it can to encourage the development of new offices there; • In Camden Town development of new office stock should be encouraged and existing offices should be protected against transfer to residential uses; • The Council should protect existing industrial/ warehousing sites and areas which remain fit for market. The Council should seek to create opportunities for small-scale industrial development	Seek provision for office floorspace where appropriate as part of mix of uses provided in new development. Avoid loss of any existing industrial/ warehousing uses in the project area.
Business Premises Study 2011		Industrial space: • Highlights the shortage of industrial land in the borough, with high demand for such space against restricted supply, with a trend of reducing industrial land as higher value uses replace existing industrial uses.	Protect any existing industrial uses in the study area and support provision of flexible new employment floorspace.

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		• Identifies three categories of industrial space in Camden – (1) prime stock, (2) serviceable but not ideal, and (3) heavily compromised, and suggests the approach for protecting or releasing such sites. • Provides advice regarding new industrial space to be provided in the borough, and issues relating to new provision in mixed use developments. Industrial uses below residential (i.e. vertical separation) should be avoided, whilst horizontal separation can work, if laid out appropriately. • Provides advice regarding appropriate marketing of industrial space Office space: • Agrees with 2008 Employment Land Review conclusion that in the long term there is enough office development capacity to meet the forecast demand for offices, and in the short term there were no indications that the market is undersupplied • Provides advice regarding the needs and preferences of quasi office/ industrial uses such as design, TV and fashion industries. Suggests protection of existing suitable units but not dedicated provision of new premises • Raises issues regarding office provision in mixed use development: ground floor only office space is less desirable due to security issues, visibility into the space and more limited natural light	Take recommendations regarding the form of new floorspace (e.g. providing offices on more than one floor) into account when considering form of new development.
Camden Economic and Labour Market Profile (2009)		Examines the current economic situation in Camden and the pace and direction of change over recent years. General trends include: • At almost 300,000 jobs in total Camden is the third largest employment centre in London after Westminster and the City. • In 2001, Camden had the highest proportion of full-time students in London (11%), and 47% of residents in employment were educated to degree standard; conversely, 17% of people of working age had no academic qualification. • The employment rate in Camden is currently 69% (plus or minus 3%), increasing but consistently below the rates for London and the UK. • In Camden, at January 2001 29% of people claiming Jobseeker Allowance had been claiming for more than 12 months; by January 2009 that proportion had dropped to 14%, compared to 11% in London and 8% nationally. Key employers in Camden:	

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		• By far Camden's largest single economic sector is Professional, business and financial services. • The next largest economic sector in Camden is Education, health and public administration, hovering below 60,000 jobs since 1998. 15,000 are employed in some of London's major colleges in Bloomsbury and Holborn and the Hampstead campus of the Royal Free Medical School. • There are 44,000 employee jobs in the hospitality and catering (including restaurants and hotels), retailing and wholesale trade sector • Cultural and personal services have 3,000 enterprises employing 28,000, and growing. Though employment numbers are small relative to other major industries and services, the sector makes an impact as Camden's contribution to the cultural infrastructure that gives London world city status in the arts and learning. The Profile highlights the predominance of cluster of creative industries, medical, and higher education and cultural institutions in and around the Euston area. There are 4,900 enterprises in the creative industries in Camden, providing 45,800 employee jobs, 18% of all employee jobs in the borough (compared with 10% of jobs in London and 6% nationally).	
Local Area Tourism Impact Model (2008)		Fairly consistent visitor spending in Camden in recent years: • 2007: £589 million • 2008: £578 million • 2009: £591 million Total estimated tourist expenditure (including from day visitors) was constant between 2007 and 2008 at £1,528 million. In 2009 there was a slight fall to £1,525 million Camden's share of total London tourism expenditure has risen from 6.2 per cent in 2006 to 7 per cent in 2009.	
Independent Review of Camden's Town Centres (2009)		Refers to 2004 study (by the GLA and LB Camden) of the Camden Town night time economy, which indicated that working, shopping and socialising are the key activities in Camden Town's night time economy. Camden Town has a large cluster of night-time economy uses. The area has a unique night time economy	

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		with a focus on live music, and is home to many famous music venues. Highlights the need for a borough-wide strategy for town centre management, with the development of an effective town centre management service. Consideration will need to be given to how Central London Frontages are managed as part of a borough-wide approach. Suggests that there may be benefits in seeking to acquire re-designation of some of these centres (including Euston) within the Greater London Authority (GLA) classification of town centres.	
Conservation Area Appraisals and Management Strategies			

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Regent's Park conservation area appraisal and management strategy 2011		Defines and analyses what makes the Regent's Park conservation area 'special' and provides important information about the types of alterations and development that are likely to be acceptable or unacceptable in the conservation area. Key spatial elements include in the conservation area include: • the open space of Regent's Park • the areas enclosed by classical elevations (terraces to the east side of Regent's Park) • Albany Street, a service street with typically a hard edged austerity • Park Village West and East, picturesque on a domestic suburban scale • the secluded canal basin at the north of the conservation area with its footbridge and the spire of St Mark's, seen above its wooded slopes • the horticultural allotment site within Cumberland Basin, surrounded by high quality neo-Georgian pre-war housing blocks of the Cumberland Market Estate, and the barracks site to its north. Highlights a clear hierarchy of building types in this conservation area that conforms to Nash's grand masterplan. Character areas include the following areas in the Euston Area Plan boundary: • 2 Park Village East and West • 5 Longford Street • 6 Cumberland Basin Listed buildings include: • Longford Street 1-8 (Walton House) 26 • Munster Square Church of St Mary Magdalene and school annexe • Park Village East Nos. 2-16, 22-34 (even) 36A and B, and attached railings • Park Village West Nos. 1-8, 10-14, 17-19, and attached railings; two lamp posts The Strategy highlights a number of buildings in the study area that make appositive contribution to the conservation area. St George's Cathedral, Redhill Street, is identified as being at risk due to its deteriorating condition. It is to be	Needs to be taken into account in assessing potential for, form and scale of change in the study area.

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		added to the 2011 version of English Heritage's Heritage at Risk Register It also highlights problems, pressures and capacity for change in the area. Sets out a range of measures for the management of future change.	
Bloomsbury conservation area appraisal and management strategy (April 2011)		Defines and analyses what makes the Bloomsbury conservation area 'special' and provides important information about the types of alterations and development that are likely to be acceptable or unacceptable in the conservation area. Sub Area 1 (Euston Road) is located within the Euston area Plan boundary. Key heritage assets include: - The Wellcome Institute on the south side and Nos.194-200 Euston Road and Nos.1-9 Melton Street (Listed Grade II) form a group of classically-styled Portland stone buildings - The Greek Revival church of St Pancras (listed grade I) is an important landmark at the junction of Euston Road and Upper Woburn Place - Euston Square was part of the planned development of the Bloomsbury area. Originally it comprised a large square which was bisected by Euston Road. The remaining northern half of the square lacks a sense of enclosure and identity. The listed Portland stone lodges are the only surviving 19th century buildings in the square, and act as a reminder of the original station. The listed war memorial (dating from 1921) provides a focal element in front of the station. - Friends' House (grade II listed). The small, formal garden to the east of Friends' House provides an attractive, comparatively peaceful space. Sets out a management strategy for maintaining character and managing change. In relation to potential enhancement schemes, programmes "*Proposals for the enhancement of the Euston Road corridor should be considered in relation to the desirability of preserving or enhancing elements of streetscape interest, particularly in the vicinity of Euston Square*".	Needs to be taken into account in assessing potential for, form and scale of change in the study area.
Camden Town conservation area appraisal and management		Defines and analyses what makes the Camden Town conservation area 'special' and provides important information about the types of alterations and	Needs to be taken into account in assessing potential for, form and

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strategy (October 2007)		development that are likely to be acceptable or unacceptable in the conservation area. The Euston Area Boundary Principally contains land in the 'residential' sub area of the conservation area. Harrington Square has been much altered. It was originally laid out as a planned mid 19th century composition, comprising two terraces overlooking a triangular open space. Part of the east side remains. 15-24 (cons) Harrington Square (& attached railings) are Grade II listed. Crowndale Centre, and 235-277 Eversholt Street are also notes as making a positive contribution to the conservation area. Sets out a management strategy for maintaining character and managing change.	scale of change in the study area.
Environmental			
Open Space, Sport and Recreation Study 2008 (PDF 337KB)		Summarised in detail in Section 11 of the Background Report.	See Section 11 of the Background Report
Hydrological and geological study: Guidance for subterranean development (November 2010)		Addresses the impacts of basement development (including cumulative impacts). Sets out the methodology for a risk-based impact assessment to be undertaken with regard to hydrology, hydrogeology and land stability. Developers will be required to undertake an assessment, introduced as a Basement Impact Assessment. The study considers: • Principal issues and impacts of basement development • Surface water flow and flooding • Subterranean (groundwater) flow • Ground movement • Cumulative effects Most of the study area is formed of London Clay.	To be noted.
North London Strategic Flood Risk Assessment		Produced for the North London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest. Identifies areas of flood risk, and informs site allocations and policy options for dealing with the range of flood risks and provide guidance for developers.	Results to be considered in the approach to flood risk policy in the EAP.

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		Provides guidance regarding the application of the sequential and exception tests, guidance for planning policy and development control, and guidance for developers. Surface water flooding has a well document and recent history in Camden. The 2002 Camden floods highlighted the vulnerability of particular areas, although no areas within the Euston Area Plan boundary were subject to flooding. The Euston area is not identified as a location of surface water flood risk. The report notes that "in the majority of the North London area, surface water flood risk is limited and is considered a minor influence to the sequential test when allocating development sites". Concludes that Camden has a particularly high risk of flooding from sewer and surface water flooding, while fluvial flood risk remains low due to the lack of watercourses. The Core Strategy should set out an approach to flood risk management, which other policy documents (and development proposals) can follow. The assessment recommends the following for Area Action Plans: • Highly vulnerable development should be avoided in the high and medium flood zones • More vulnerable development should not be located on the ground floor • Flood proofing and flood resilience should be incorporated in the overall design of any development • Access/egress points and specified refuge points that meets EA Guidance • Consideration of emergency planning measures • Any particular requirements relating to flood risk and specific designations	
Delivering a Low Carbon Camden - Carbon Reduction Scenarios to 2050 (PDF 1.4MB)		Provides a framework for reducing Camden's greenhouse gas emissions to 2050. Provides a broad vision of how energy and transport provision might look in 2050, and the policy implications. The following conclusions are drawn based on the scenario modelling process: 1. Camden's existing target of a 60% reduction in CO_2 emissions can be met through technological means in a financially viable way.	Approach to be reflected in the draft EAP and the aspirations are incorporated into the objectives of the plan.

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		2. Higher targets would rely on either alternative technologies and fuels becoming available or on significant behavioural change to reduce demand. 3. The use of district heating and CHP technologies is essential to meet the necessary CO_2 reduction targets. This must also be complemented by other efficiency measures and renewable energy technologies. CHP also offers advantages in terms of flexibility in switching to alternative fuels in the future. The strategy envisages a fundamental shift in the way energy is supplied in the borough. By 2050, the vision is that much of Camden will be served by a community heating network distributing hot water to buildings. This will be supplied by CHP power stations using gas, biomass and wastes as fuels. The CHP and heat network will supply most of the heat demand for the borough and meet the majority of the carbon reduction target, depending on the choice of scenario. It will also supply electricity to the borough and to the national grid. The scenario modelling clearly shows that without district heating the potential for CO_2 reductions is severely limited. This CHP will be complemented by a range of efficiency measures to reduce demand in both the domestic and non-domestic sectors. In addition, there will be several renewable energy installations in the borough, principally solar PV supplying renewable electricity. In the transport sector, personal car transport use will have reduced by up to 60% as people switch to public transport and walking and cycling. Road freight will also be reduced by efficient logistics and a switch to rail. A combination of efficiency improvements and alternative fuels will have reduced the emissions per kilometre travelled for all modes of transport.	
Camden Large Scale CHP Pilot Site Identification (SEA Review, 2007)		The study aims to identify of a pilot site for a large scale CHP installation as part of the implementation of the Delivering a Low Carbon Camden report. Identifies part of the Euston Area Plan area as one of three key potential clusters for a major CHP network. Cluster 9 is located immediately to the east of Euston Station, and therefore partly the Euston Area Plan boundary. The study notes that this cluster offers “the greatest potential to link up to non council property including Housing Association properties, commercial buildings around Euston Road and the Kings Cross regeneration area”.	To be reflected in the energy masterplanning work for the emerging EAP.
Housing			

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Housing Needs Survey Update 2008 (Fordham Research)		Summarised in Section 4 of the Background Report	See Background Report (Section 4).
London wide documents			
The London Plan: Spatial Development Strategy for Greater London 2011		Identifies 16 hectares of land at Euston as Opportunity Area: • Indicative employment capacity: 5,000 • Minimum new homes: 1,000 • "Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the Central Activities Zone. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to re-configure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the adjacent university quarter." Nearby growth areas are King's Cross (to the east) and Tottenham Court Road (to the south west). Table 1.1 sets out the following Employment projections for Camden (2007-2031) • 2007: 290,000 • 2011: 307,000 • 2016: 326,000 • 2021 :340,000 • 2026: 350,000 • 2031: 361,000 • growth 2007- 2031: 24.5% Table 3.1 allocates Camden a minimum ten year housing provision target of 6,650 for the years 2011-2021, an annual provision target of 665. London-wide, the London Plan seeks to maximise affordable housing provision and to ensure an average of at least 13,200 more affordable homes per year in London over the term of the Plan. London Plan policy 3.1 sets out a London-wide aim that 60% of the affordable housing provision should be for social rent and 40%	Policy aspirations to be reflected and amplified through the emerging drafting process EAP.

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		for intermediate rent or sale. The London Plan also sets out minimum space standards for new development (Table 3.3). Table A2.1 (Town centre classifications and broad future directions) identifies part of Euston Road as a Central Activities Zone Frontage with 'medium' growth potential (i.e. moderate levels of demand for retail, leisure or office floorspace and with physical and public transport capacity to accommodate it). It also identifies that the frontage is in need of regeneration. The International centre of the West End is partly located in the borough of Camden (LOCATION), and the Tottenham Court Road Central CAZ frontage is located to the south west of the study area. Camden Town is a Major Centre that is located to the north of the study area. The London Plan sets out a number of strategic priorities for the Central Activities Zone (policy 2.10), including enhancing and promoting the unique international, national and London - wide roles of the Central Activities Zone whilst taking into account the attractions of local neighbourhoods. Policy 4.1 states that the Mayor will work with partners to support and promote the distinctive and crucial contribution to London's economic success made by central London and its specialist clusters of economic activity. Policy 4.2 states that local development frameworks should "work with sub-regional partners to develop co-ordinated, phased strategies to manage long term, structural changes in the office market, focusing new capacity where there is strategic as well as local evidence of demand, encouraging renewal and modernisation in viable locations and supporting changes of surplus office space to other uses" Policy 4.3 states that, within the Central Activities, increases in office floorspace should provide for a mix of uses including housing (unless such a mix would demonstrably conflict with other policies in this plan). Camden's local development framework also requires a mix of uses in new development. Under Development Policy DP1, in the Central London area where up to 200 sq m (gross) additional floorspace is provided, Camden will required up to 50% of all additional floorspace	

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		to be housing. Policy 4.10 (new and emerging economic sectors) states that "The Mayor will, and boroughs and other relevant agencies and stakeholders should: a) support innovation and research, including strong promotion of London as a research location and encourage the application of the products of research in the capital's economic development b) give strong support for London's higher and further education institutions and their development, recognising their needs for accommodation and the special status of the parts of London where they are located, particularly the Bloomsbury/Euston and Strand university precincts c) work with businesses and, where appropriate, higher education institutions and other relevant research and innovation agencies to ensure availability of workspaces d) support the development of green enterprise districts such as that proposed in the Thames Gateway e) promote clusters of research and innovation as focal points for research and collaboration between businesses, HEIs, other relevant research and innovation agencies and industry. The London Plan also recognises Bloomsbury as a museum quarter (paragraph 2.51).	
Central London Infrastructure Study (2009)		Covering the City of London, Westminster, Camden, Islington, Southwark and Kensington and Chelsea, the study provides a strategic understanding of the implications of growth for Central London, indicating how growth and demand for infrastructure is distributed. Provides evidence of sub-regional issues and opportunities and identifies existing gaps and shortfalls in infrastructure provision. Camden-specific information is provided in relation to issues including electricity and gas consumption/ needs (including potential for decentralised energy networks), water, sewerage, waste management, transport, social infrastructure. Education: there is likely to be significant additional demand for further education and adult learning from new development up to 2026 due to the projected high population growth	Infrastructure needs of the proposals in the EAP to be considered in this wider context.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		Health: PCTs may need capital resources devoted to the upgrade and refurbishment of existing facilities. In terms of primary healthcare requirements (in the Central London boroughs) Camden is in need of the highest number of GPs. Camden has an uneven distribution of GPs and a lack of space for provision of services. In Camden 70% of the estate will require general maintenance investment only, but the net additional demand up to 2026 will result in additional £15.8m capital funding need to support 18 new GPs Emergency services: Euston has one of four fire stations in the borough. Camden has two ambulance stations, including one in Bloomsbury Flooding: Camden is at medium risk from sewer and surface water flooding	
Housing: Supplementary Planning Guidance (Mayor of London November 2012)		Sets out guidance to supplement the housing policies in the 2011 London Plan. Highlights the importance of the design and quality of homes and the provision of facilities. Guidance relates to housing supply, quality and choice; affordable housing; stock and investment; and mixed use development. **Standard 3.4.1** - All developments should provide dedicated storage space for cycles at the following level: i. 1 per 1-2 bedroom dwelling; or ii. 2 per 3+ bedroom dwelling. Private open space standards: • Standard 4.10.1 - A minimum of 5sqm of should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. • Standard 4.10.2 - All private outdoor space should have level access from the home. • Standard 4.10.3 - The minimum depth and width for all balconies and other private external spaces should be 1500mm	
Sustainable Design and Construction: London Plan SPG (2006)		Provides additional information to support the implementation of the Mayor's London Plan. Sets out how development should pursue the following principles: • Re-use of land and buildings • Maximum use of natural systems • Conserving energy, water and other resources, reducing noise, pollution, flooding an microclimatic effects • Ensuring developments are comfortable and secure for users; • Conserving and enhancing the natural environment; and • Promoting sustainable waste behaviour	

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
Use of planning obligations in the funding of Crossrail, and the Community Infrastructure Levy – draft (November 2012)		Prepared to support the policies in the London Plan dealing with the funding of Crossrail and other strategically important transport infrastructure. Sets out guidance in relation to the use of planning obligations to help fund Crossrail and the Mayoral Community Infrastructure Levy (CIL). **Use of planning obligations to help fund Crossrail** Obligations are sought for retail, hotel and office development in Central London and office and retail development in the rest of London within an approximate radius of 1 km around Crossrail stations. Development that would result in additional office, retail or hotel floorspace of 500 square metres or less is excluded. Contributions should be proportionate to the calculated impact on the rail network (as shown in Table 1 of the SPG, which sets out impacts of office, hotel, retail and residential in the CAZ/ Isle of Dogs and outer London 800m zones). Guidance is given regarding charging levels according to the location of development. **Mayoral CIL** Mayoral CIL charging began on 1 April 2012. Camden is identified as a 'zone 1' borough, which is liable to the CIL charging rate of £50 per square metre. Developments below the following thresholds will not be required to make a CIL payment • Where, on completion of the development concerned, the GIA of new build on the "relevant land" is less than 100 square metres. This does not apply to developments comprising one or more dwellings. • If the calculated CIL payment is less than £50, the chargeable amount is deemed to be zero. • Medical/ health and education uses are exempt from the charge Guidance is provided regarding the application of the charge, reliefs and exemptions, collection, and detailed implementation issues including measurement, payment processes	CIL and planning obligations are covered in separate Camden guidance and therefore a tailored approach not required for the emerging EAP.
Mayor's Transport Strategy		The mayor's Transport Strategy identified a number of proposals which relate specifically to Euston. • The Mayor pledges his support for the development of a national high-	The EAP Transport Study uses these principles as its basis.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		speed rail network, stressing the importance of ensuring that it is centrally located, well-connected to the existing public transport network, and widely accessible to maximise access to jobs and London's population. Euston was identified as the preferred location. • The MTS also pledges to implement a prioritised programme to deliver station capacity and accessibility enhancements at London's most congested Underground stations, including major strategic multi-modal/National Rail interchanges on to the Underground network to disperse onward demand arising from National Rail proposals. Euston is quoted as an example. Sets out proposals to: • manage and enhance the transport system • encourage more cycling and walking • improve safety and security • improve London's environment (better streets, noise, natural environment and air quality • reduce transport's contribution to climate change and improve its resilience • manage the demand for travel Proposals that are specific to the Euston area include improved capacity and services on the Circle, Hammersmith & City and Metropolitan lines, and the Victoria and Northern lines.	
London Squares Preservation Act 1931		Squares within the study area that are protected under the London Squares Preservation Act are: • Ampthill Square • Harrington Square • Euston Square • Clarence Gardens • Munster Square	Historic importance to be reflected in emerging EAP policy.
Transport for London documents			
TfL Central London Rail Termini Report (September 2011)		The stations with the highest number of infrequent travellers are Euston, St Pancras, Paddington and King's Cross.	Considered in the Transport Study and emerging proposals for the EAP.

Document	Status	Summary of key policies/overall strategy	Key implications for Area Plan
		At some stations the percentage of „other work journeys was significantly higher than the average across all stations: Euston at 19 per cent, Paddington at 17 per cent, King's Cross and St Pancras at 15 per cent and Marylebone at 13 per cent. Comparison of respondents who ever walk and those who walked on the survey day showed that 60% walked on the day of the survey at Euston, this compared to an average of 72% across all the central London termini. Share of connecting modes in central London London Underground – 53% Walk – 20% Rail – 12% Bus – 8% Taxi – 3% Cycle – 3%	
Euston Interchange: Option Development Summary Report CB6-EIS-ODS (October 2008) Colin Buchanan, Clarkebond, Tony Meadow Associates, Transport for London		Outlines the poor existing taxi environment and that the existing bus station is at capacity, suffering from operational issues that adversely impact pedestrian desire lines and the local urban environment. (p33) Key aim of surface options was to improve the permeability, use and appearance of Euston Square Gardens. Discussion regarding the retention of gates to the gardens and addition of 2-3 new entrances where required (p33). A number of options put forward for reconfiguration of bus station with associated costs and likely feasibility (p34).	Considered in the Transport Study and emerging proposals for the EAP.
Euston Interchange Report (2010)		Document outlines TfL's high level transport requirements for each mode upon which design options are based. (See p37-38). 11 Design options assessed which mainly focus upon the operation of the bus station, but does consider other modes within these designs (Table 7.2, p54). Appraisal Framework follows the broad basis of the DfT national appraisal guidance (WebTAG) adapted to relate to core TfL objectives (p56-58).	Considered in the Transport Study and emerging proposals for the EAP.
Euston Station PERS Report (2008) Transport for London/ TRL		Identifies problems regarding permeability, road safety and environmental quality along Euston Road (p1). Busiest crossings lack basic features such as pedestrian aspect and delineation.	Considered in the Transport Study and emerging proposals for the EAP.

		Crossing capacity is also limited by narrow central refuges (p1) Personal Security is compromised at the public spaces near the station, where lighting and surveillance levels are poor (p1). Suggests increasing the permeability and crossing capacity across Euston Road, introducing 3 or 4 way green pedestrian phases (p1). Redesign the station entrance and bus station layout to minimise conflicts between pedestrians, buses and general traffic (p1).	
National documents			
National Planning Policy Framework 2012		Highlights the role of planning in contributing to the achievement of sustainable development. At the heart of planning is the presumption in favour of sustainable development. **Economic growth** Significant weight should be placed on the need to support economic growth through the planning system. Policies should seek to address barriers to investment, including a poor environment and any lack of infrastructure, services or housing. Promotes positive planning for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. **Town centres** Policies should set out polices for the management and growth of centres. Policies should support the viability and vitality of centres. A sequential approach should be taken to the location of town centre uses, favouring first town centre and then edge of centre locations. Local plans should also retain and enhance existing markets. Impact assessments should be carried out on large out of centre development that is not in accordance with an up-to-date plan, to consider impacts on existing centres. **Housing** The evidence should base should be used to ensure that Local Plans meet the needs for market and affordable housing. Identify and annually update a supply of specific deliverable sites to provide 5 years worth of housing requirements, with a 5% buffer to ensure choice and competition. A supply of deliverable sites or broad locations for growth should be identified for years 6-10 and, where possible, years 11-15. Deliverable is defined as available now, in a suitable location now, with a realistic prospect of housing delivery within 5 years, and in particular that the site is viable. Developable sites should be in a suitable location for housing with a reasonable	Emerging Euston Area Plan should be based around these principles and objectives for planning.

		prospect of being available and viably developed at the point envisaged. Promotes a mix of housing, identifying the size, type tenure and range of housing required in particular locations, reflecting local demand **Sustainable transport** Highlights the role of transport polices in facilitating sustainable development. The transport system needs to be balanced in favour of sustainable transport modes. Developments should be located and designed to give access to public transport facilities and give high priority to pedestrian and cycle movements. **Design** The Government places great importance to the design of the built environment. Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Sets out a range of relevant considerations including sense of place, mix of uses, local character and history, community safety and visual attractiveness. Connections between people and places and integration into the surrounding environment is highlighted as important. **Health** Highlights the role of planning in promoting healthy communities. Planning should support the provision of community facilities and promote strong communities, safe, mixed and vibrant neighbourhoods, accessible and legible developments and open space to encourage active lifestyles. **Open space** Assessments of the needs for open space, sports and recreation facilities should identify specific needs and deficits or surpluses of such facilities. This information should be used to determine provision is required. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless they are shown by an assessment that they are surplus to requirements, replacement provision is provided, or the development for alternative sports and recreational provision, the needs for which clearly outweigh the loss **Climate change and flooding** Planning has an important role in mitigating and adapting to climate change. Local planning authorities should plan for new development in locations and ways which reduce greenhouse gas emissions, actively support energy efficiency improvements to existing buildings and use methods consistent with the Government's zero carbon buildings policy when setting local requirements for	

		building sustainability. LPAs should have a positive strategy to promote renewable and low carbon energy. Local plans should take account of climate change impacts over the longer term. Authorities should apply the sequential test in guiding new development to areas with the lowest probability of flooding. The exception text can be applied where it is not possible for development to be provided in lower flood risk zones, consistent with wider sustainability objectives. **Natural environment** Sets out how planning should protect and enhance the natural environment including landscapes and biodiversity. Net gains in biodiversity should be sought where possible. New and existing development should not be put at unacceptable risk from or be adversely affected by soil, air, water or noise pollution, or land instability. Promotes remediation and mitigation of derelict and contaminated land. Promotes re-use of brownfield land, provided that it is not of high environmental value. **Historic environment** The Local Plan should set out a positive strategy for the conservation and enjoyment of the historic environment. The significance of a heritage asset should affect the degree of weight given to its conservation. LPAs should look for opportunities for new development within conservation areas and within the setting of heritage assets to enhance or better reveal their significance. **Local plans** Local plans should be aspirational but realistic. They should set out the opportunities for development and clear policies and what will or will not be permitted and where. Policies should set out the strategic priorities for the area in the Local Plan. This should address need for homes and jobs, retail, leisure and other commercial development, supporting infrastructure, community facilities and environmental issues. Local plans should meet objectively assessed development needs, with flexibility to adapt to rapid change. Evidence base should include housing needs and needs for land or floorspace for economic development, including quantitative and qualitative needs. Local planning authorities should have up-to-date evidence about the natural and historic environment in their area. LPAs should also work with public health authorities to understand and take account of the health status and needs of the local population.	

		Need for careful attention to viability in plan-making and decision taking. Highlights the need to plan strategically and collaboratively across local boundaries, which established under the duty to cooperate. In order to be 'sound', local plans should be positively prepared (meeting development and infrastructure requirements), justified (the most appropriate strategy, supported by evidence), effective (deliverable and based on affective joint working) and consistent with national policy. **Planning obligations** Planning obligations should be necessary to make a development acceptable in planning terms, directly related to a development, and fairly and reasonably related in scale and kind to the development.	
Building a Greener Future: policy statement (CLG 2007)		Sets out the government's policy aim to progressively to improve energy/carbon performance set in Building Regulations to achieve zero carbon housing within 10 years. Proposes to achieve a zero carbon goal in three steps: • in 2010 to a 25 per cent improvement in the energy/carbon performance set in Building Regulations (Code for Sustainable Homes level 3); • in 2013, to a 44 per cent improvement (Code for Sustainable Homes level 4); • in 2016, to zero carbon (Code for Sustainable Homes level 6) Also acknowledges the need to pursue energy efficiency improvements to existing housing stock, as well as delivering higher sustainability standards in new commercial development.	Environmental Strategy for Euston should reflect these aspirations.
Understanding place: conservation area designation, appraisal and management (English Heritage March 2011)		Brings together and updates Guidance on conservation area appraisals (English Heritage 2005) and Guidance on the management of conservation areas (English Heritage 2005). The Guidance identifies the key aspects of good practice that need to be taken into account by local authorities in managing their conservation areas. It aims to relate the designation and management of conservation areas to the principles of conservation management planning for historic areas, outlines how management of conservation areas relates to the new development plans system and provides references to other relevant information.	Considered in the Historic Area Assessment for the EAP in detail – which informs the production of policy and proposal for the EAP.
Regeneration and the historic Environment (English Heritage, January 2005)		It sets out how the historic environment can help to achieve better social and economic regeneration. It highlights the advantages of reusing historic buildings in encouraging successful regeneration.	Considered in the Historic Area Assessment for the EAP in detail – which informs the production of policy

			and proposal for the EAP.
High Speed Rail: Investing in Britain's Future Consultation (February 2011)		Sets out proposals for a high speed rail network from London to the West Midlands and then to the north of England and Scotland. The London terminus would be on an expanded Euston Station. The consultation document and supporting material highlight the potential impacts on Camden, including the demolition of homes and business premises, loss of open spaces and listed buildings.	Information from this and emerging HS2 workstreams are informing the development of the emerging EAP – which seeks to respond to and shape proposals at Euston. The plan is being developed as a flexible set of principles capable of application to a station redevelopment without HS2, reflecting Camden Council's opposition to the project.
High speed rail: Investing in Britain's future – the Government's decisions (January 2012)		Document announced the government's decision to proceed with High Speed Two. Whilst elements of the proposals had changed from the February 2011 consultation (for example amendments to the line in the Chilterns area), the impact on Camden (including the Euston area) remains largely unaltered, with the expanded Euston footprint as proposed in the 2011 consultation.	Information from this and emerging HS2 workstreams are informing the development of the emerging EAP – which seeks to respond to and shape proposals at Euston. The plan is being developed as a flexible set of principles capable of application to a station redevelopment without HS2, reflecting Camden Council's opposition to the project.

Euston Area Plan

Euston Area Plan Background Report

Appendix 2

High Speed Two safeguarding map

GREATER LONDON

LONDON BOROUGH OF CAMDEN

FOR CONTINUATION SEE MAP NO. 3

FOR CONTINUATION SEE MAP NO. 4

Legend

Limits of Land subject to Safeguarding Direction

Areas of Surface Interest

Borough / District Boundaries

Map Number
HS2-HS2-PL-MAP-000-000002-P03

0 25 50 100 150 200 Meters

Scale at A1:**1:2,500** Scale at A3:**1:5,000**

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HIGH SPEED TWO
PHASE ONE
SAFEGUARDING DIRECTIONS
MAP NO. 2

HIGH SPEED TWO LTD
2ND FLOOR ELAND HOUSE
BRESSENDEN PLACE
LONDON, SW1E 5DU

Euston Area Plan

Euston Area Plan Background Report

Appendix 3

Impact of tall buildings on strategic and local views

Appendix 3. Testing the impacts of tall buildings on strategic and local views

The location of Euston at a major Central London transport interchange and in a designated growth area creates pressure for the provision of taller buildings to maximise development potential. Relevant factors in considering the acceptability of taller buildings include:

- Impact on the strategic protected vistas,
- Impact on the London Panoramas, particularly in terms of other landmarks and materials used
- Issues identified in London Plan policy 7.7C (Location and design of tall and large buildings), including the need to minimise any negative impact on local views
- Impact on local amenity, in particular sunlight and daylight, and outlook from neighbouring residential properties (Camden Development Policy DP26)
- The character, setting, context and the form and scale of neighbouring buildings (Camden Development Policy DP24)
- Impact on local views (Camden Core Strategy policy CS7), the setting of listed buildings and the character and appearance of conservation areas (Camden Development Policy DP25).

This appendix sets out the assessments carried out regarding the potential impacts of taller buildings as follows:

- Part A: Tall Buildings and London View Management Framework Views;
- Part B: Tall buildings and local views

Methodology:

1. The views testing has been carried out using an existing situation 3D model supplied by Z mapping. Please note that for some long distance views, the buildings in the foreground and / or background may be missing due to the limited coverage of the 3D model. Recent development may also be missing from this model. New developments in and around the station will also affect the visibility of the taller buildings.

2. For the purpose of this study, the taller buildings are represented by two identical cylindrical objects 60 metres high from the average ground level in their vicinity and with a diameter of 20 metres. The 3D cylindrical forms are not suggested building forms. They have been used because they appear of similar width when viewed from any side. The design and architecture of the buildings could affect their visibility.

3. The following indicative locations for tall buildings up to 60m high have been assessed-

   Location 'A' is at the South-West Corner of the new Euston Station at the junction of Cobourg Street and Euston Street.

   Location 'B' is at the North-East corner of the new Euston Station (near the existing Royal Mail site) along Eversholt Street near its junction with Polygon Road.

Please note that these have been established to test impacts on strategic viewing corridors only, and have not undergone a rigorous assessment in relation to the range of potential wider impacts of a tall building in these locations. Also note that these locations have not been tested for engineering and station operation constraints. See figure 1 below.

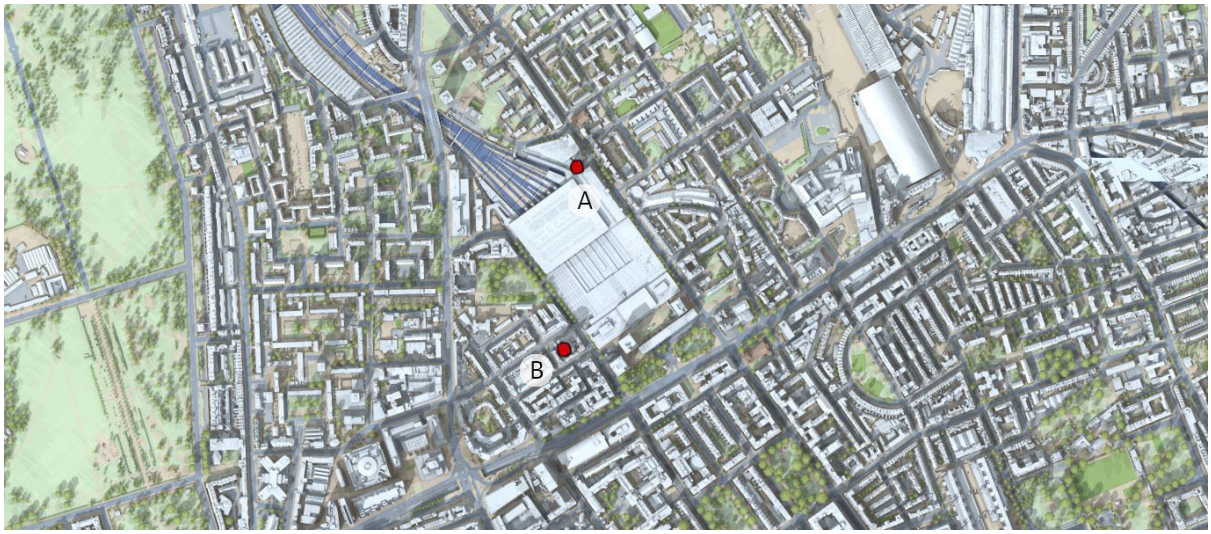


Figure 1: Indicative locations where taller buildings up to 60 metres high have been assessed

Part A. Tall Buildings and London View Management Framework Views

The London View Management Framework is one of a number of considerations when assessing the appropriateness of tall buildings. Further detailed assessment would be required for any tall building proposals at the locations identified in this report and any other locations within the Euston Area Plan to address the full range of potential impacts. The Plan also seeks to explore opportunities to 'open up' strategic views where they are currently obstructed by existing tall buildings.

The EAP area lies in the foreground of strategic views from Primrose Hill to St. Paul's Cathedral and from Parliament Hill to Palace of Westminster. It also lies in the background assessment area of views from Greenwich Hill and Blackheath Point to St. Paul's Cathedral.

Key Strategic viewing corridors and London Panoramas (See Image 1):

- 2A.1 Parliament Hill: the summit – looking toward the St. Paul's Cathedral
- 2A.2 Parliament Hill: the summit - looking toward the Palace of Westminster
- 2B.1 Parliament Hill: East of the summit at the prominent Oak Tree - looking toward Palace of Westminster
- 4A.1 Primrose Hill: the summit - looking toward St Paul's Cathedral
- 5A.2 Greenwich Park: the General Wolfe Statue – looking toward St. Paul's Cathedral
- 6A.1 Blackheath Point: near the orientation board - looking toward St. Paul's Cathedral

These strategic views are all London panoramas, which under London Plan policy 7.12 should be managed so that development fits within the prevailing pattern of buildings and spaces, and does not detract from the panorama as a whole.

Key findings:

The initial views assessment has identified that tall buildings up to 60m high could be provided in the two indicative locations 'A' and 'B' (see image 1), without causing harm to strategic views.

In these locations, the tall buildings would be 'hidden' behind St. Paul's Cathedral in views 5A.2 and 6A.1. The buildings would appear in the wider panoramas . and would require further consultation in terms of their material and their setting in relation to other landmarks within the panorama.

Tall buildings up to 40m high in these locations would have minimal effect on the strategic viewing corridors although their effect on the wider panoramas in terms of materials and their setting in relation to other landmarks would need further consideration.

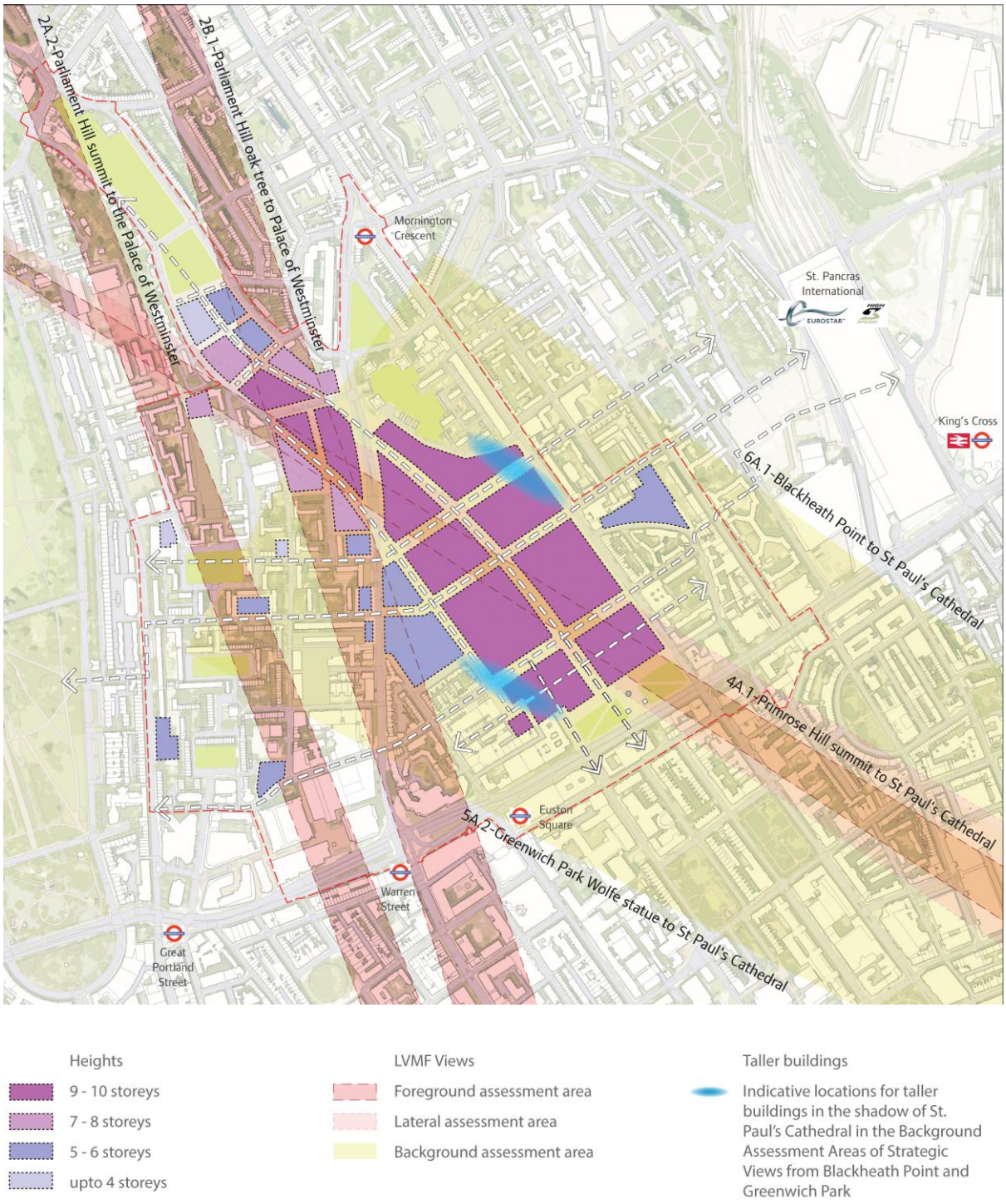
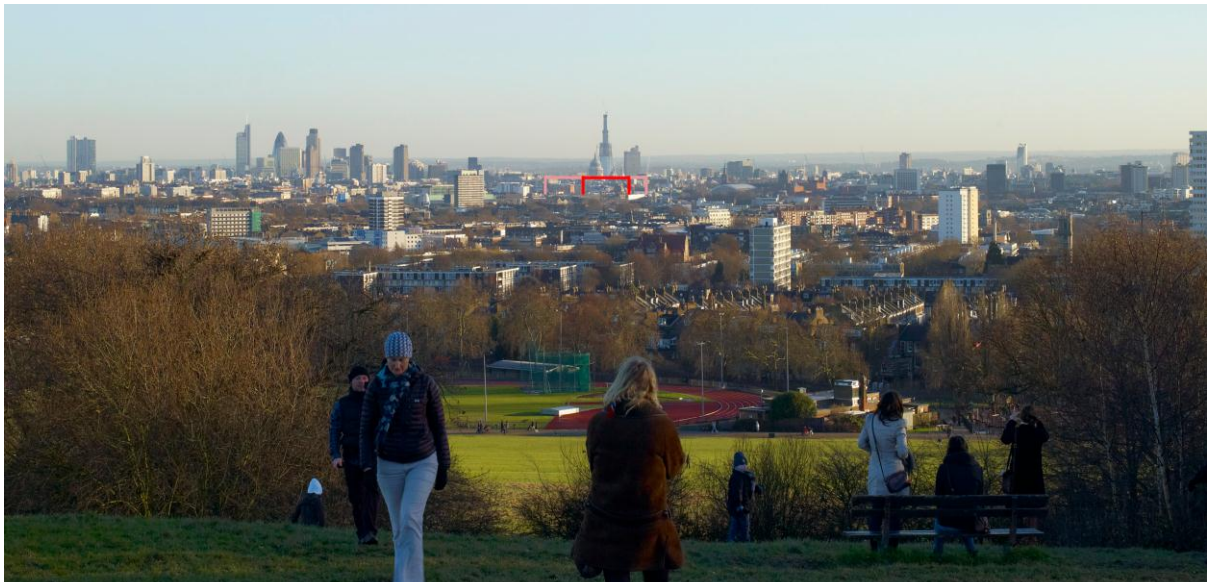


Figure 2: Strategic Viewing Corridors, potential building heights and indicative tall building locations

View from Assessment Point 2A.1: Parliament Hill : the summit – looking toward St. Paul's Cathedral





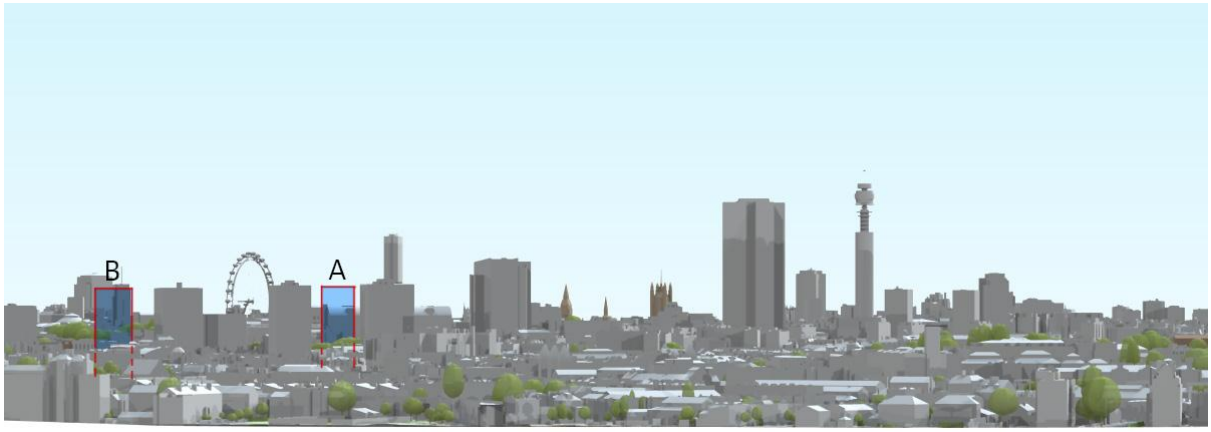


The taller buildings lie outside the Landmark Viewing Corridor and the Wider Setting Consultation Area. They would appear in the far west in the panorama.

View from Assessment Point: 2B.1 Parliament Hill: east of the summit – at the prominent Oak Tree to Palace of Westminster

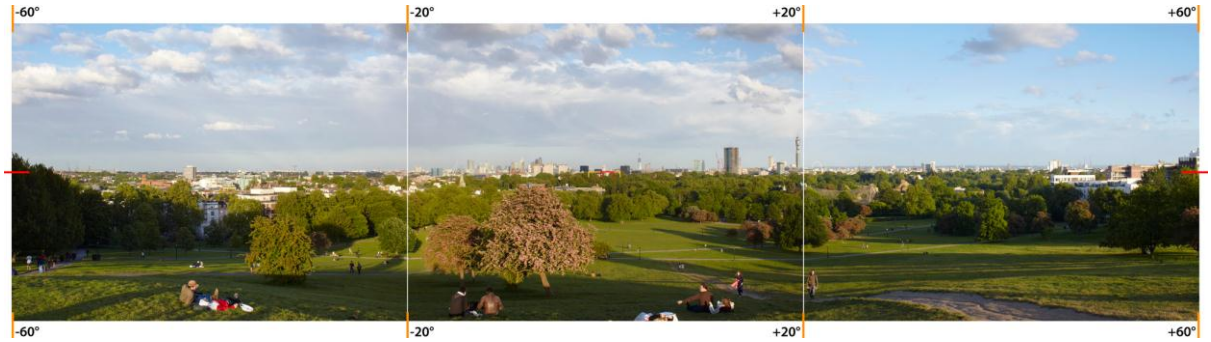


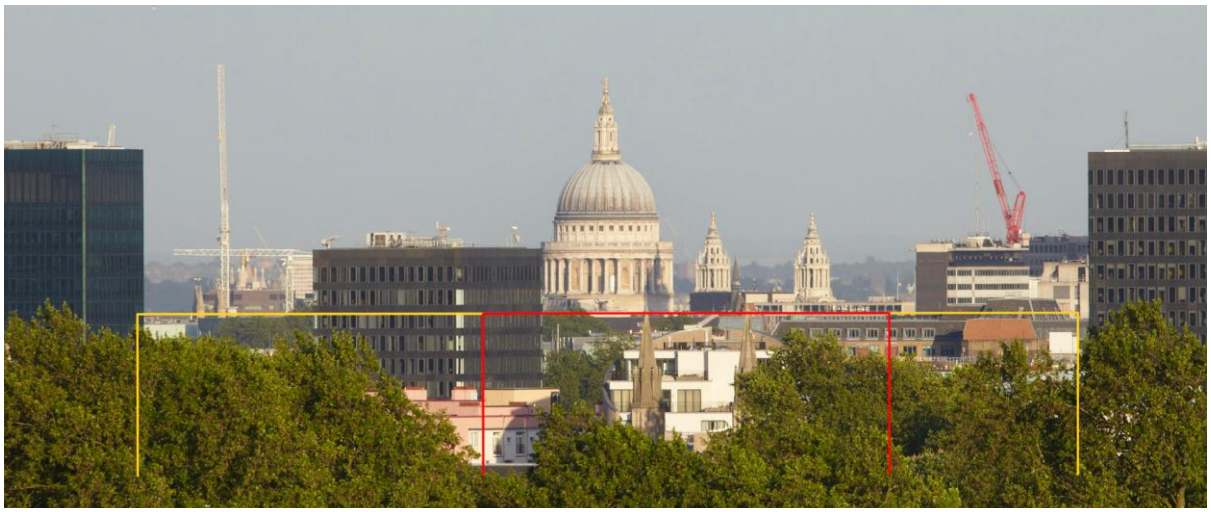




The taller buildings lie outside the Landmark Viewing Corridor and the Wider Setting Consultation Area. They would appear to the east on either side of the London Eye.

View from Assessment Point 4A.1: Primrose Hill: the summit – looking toward St. Paul's Cathedral



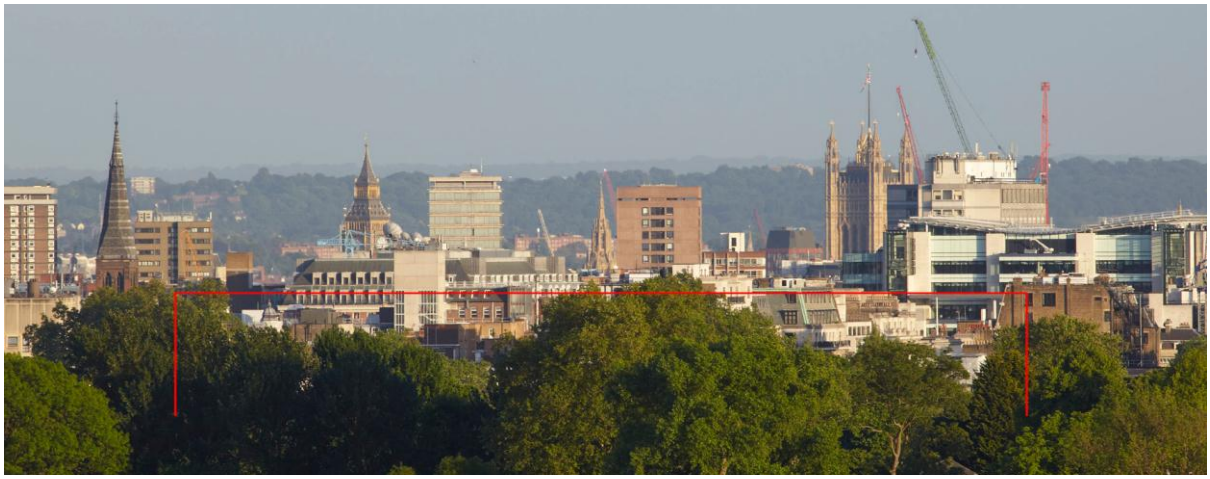




The taller buildings lie outside the Landmark Viewing Corridor and the Wider Setting Consultation Area. The taller building at location 'A' would appear to the west of St. Paul's Cathedral near the Shard whilst the taller building at location 'B' would be hidden behind the existing Ampthill towers to the east. Redevelopment of 1 Eversholt Street with lower height development could open up this view and significantly enhance the setting of St. Paul's Cathedral.

View from Assessment Point 4A.2: Primrose Hill: the summit - looking toward the Palace of Westminster



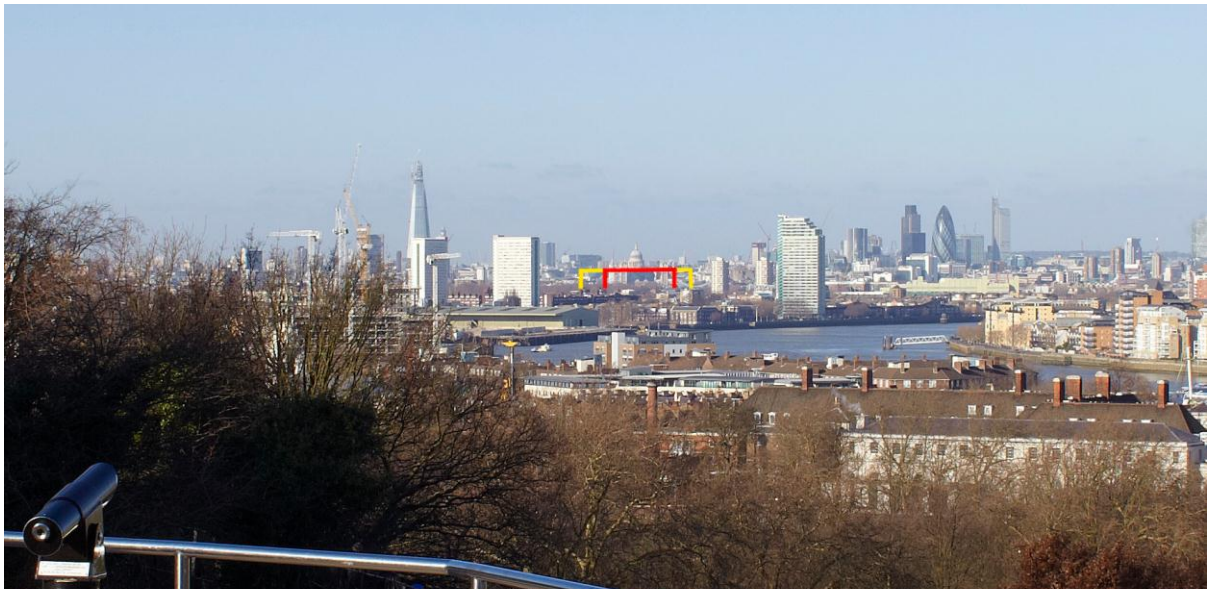




The taller buildings lie outside the Landmark Viewing Corridor and the Wider Setting Consultation Area. They would however appear to the east of the panorama. The taller building at location 'B' would be hidden behind the existing Ampthill towers to the east.

View from Assessment Point 5A.2 Greenwich Park: the General Wolfe Statue - looking toward St. Paul's Cathedral



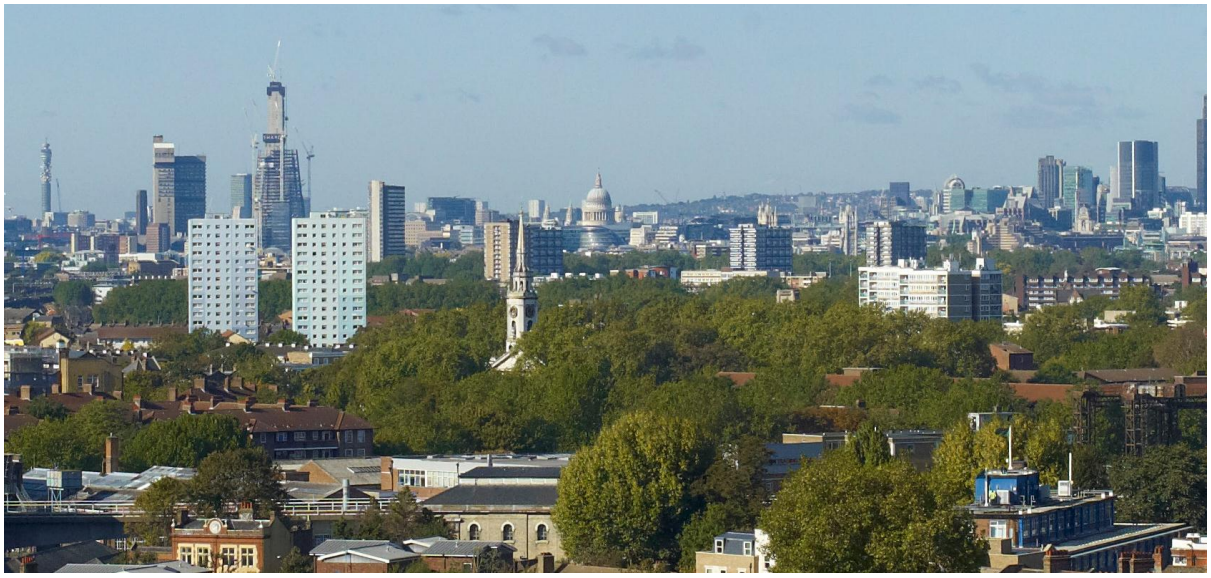


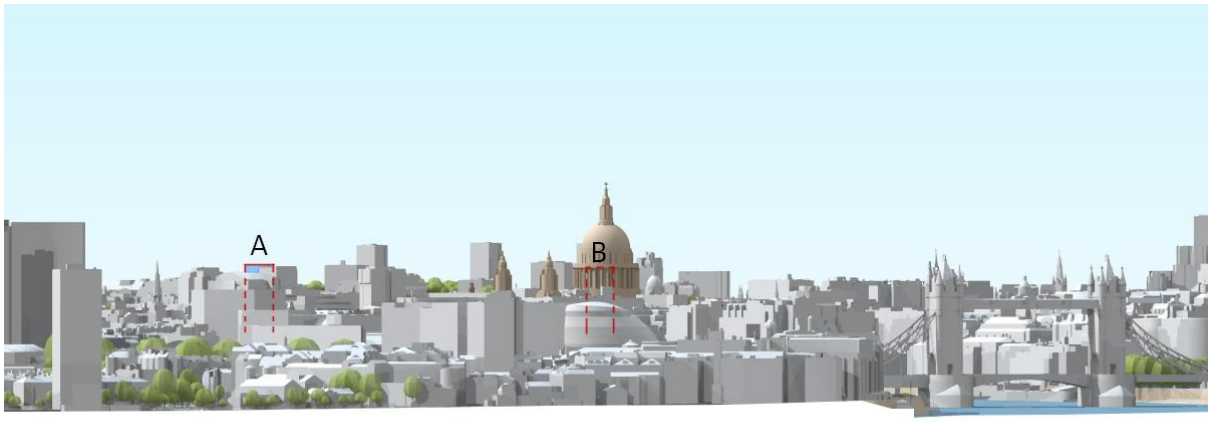


The taller building at location 'A' lies in the Wider Setting Consultation Area in the background of St. Paul's Cathedral. It will be 'hidden' behind St. Paul's Cathedral from this viewpoint. The taller building at location 'B' lies outside the Wider Setting Consultation Area from this viewpoint and will appear in the background to the East.

View from Assessment Point 6A.1: Blackheath Point near the orientation board - looking toward St. Paul's Cathedral







The taller building at location 'B' lies in the Wider Setting Consultation Area in the background of St. Paul's Cathedral. It will be 'hidden' behind St. Paul's Cathedral from this viewpoint. The taller building at location 'A' lies outside the Wider Setting Consultation Area from this viewpoint and would be largely hidden but still appear in the background to the West.

Part B Tall buildings and local views

Part A of this appendix has established two locations where taller buildings may not harm strategic views. An assessment is provided below of the potential impacts of taller buildings (up to 60 metres) in these locations on local views.

Methodology

The local views tested were selected taking into account views identified in the Conservation Area Statements and Management Strategies for Camden Town, Regent's Park, Bloomsbury and Fitzroy Square, and are as follows:

- Views from a range of key access routes to the Euston Station site
- From Regent's Park towards Euston to the east
- Views north and south along Upper Woburn Place and Eversholt Street to St Pancras Church
- Views from Fitzroy Square to the north-west
- Views from west end of Delancey Street towards the south

Please see figure 2 for the location of local viewpoints in this assessment.

Key findings

They key findings from the assessment of impacts on local views are:

- Taller buildings in both of the identified locations would be largely visible from streets in their immediate vicinity, but would appear to reflect and respond to the existing varying streetscape in the Euston area.
- Taller buildings in the identified locations would largely be hidden in local views from Regent's Park, particularly in views from the area east of The Broadwalk. However, they are likely to be visible from the western areas of Regent's Park where the view is not blocked by trees such as the junction of Inner Circle and Chester Road (View 24) and Regent's Park Hub (View 28). Whilst other taller buildings also appear to the east of the terraces along Chester Terrace/ Cumberland Terrace, detailed consideration would need to be given to the impacts of any new taller buildings on views from Regent's Park.
- Taller buildings would be visible along Upper Woburn Place towards Eversholt Street but these views would not appear to significantly affect the setting or appearance of St Pancras Church
- The taller buildings would not be visible from Fitzroy Square
- Whilst taller buildings would also be visible from other local views from conservation areas, would not be considered to cause significant harm to these views

Views east and west along Euston Road to St Pancras Church were tested, and it was found that taller buildings would not impact on these views as they would be blocked by existing buildings.

Detailed impacts on local views would need to be robustly tested at the planning application stage once the precise location, form and scale of any taller buildings is known.

Local views assessment images

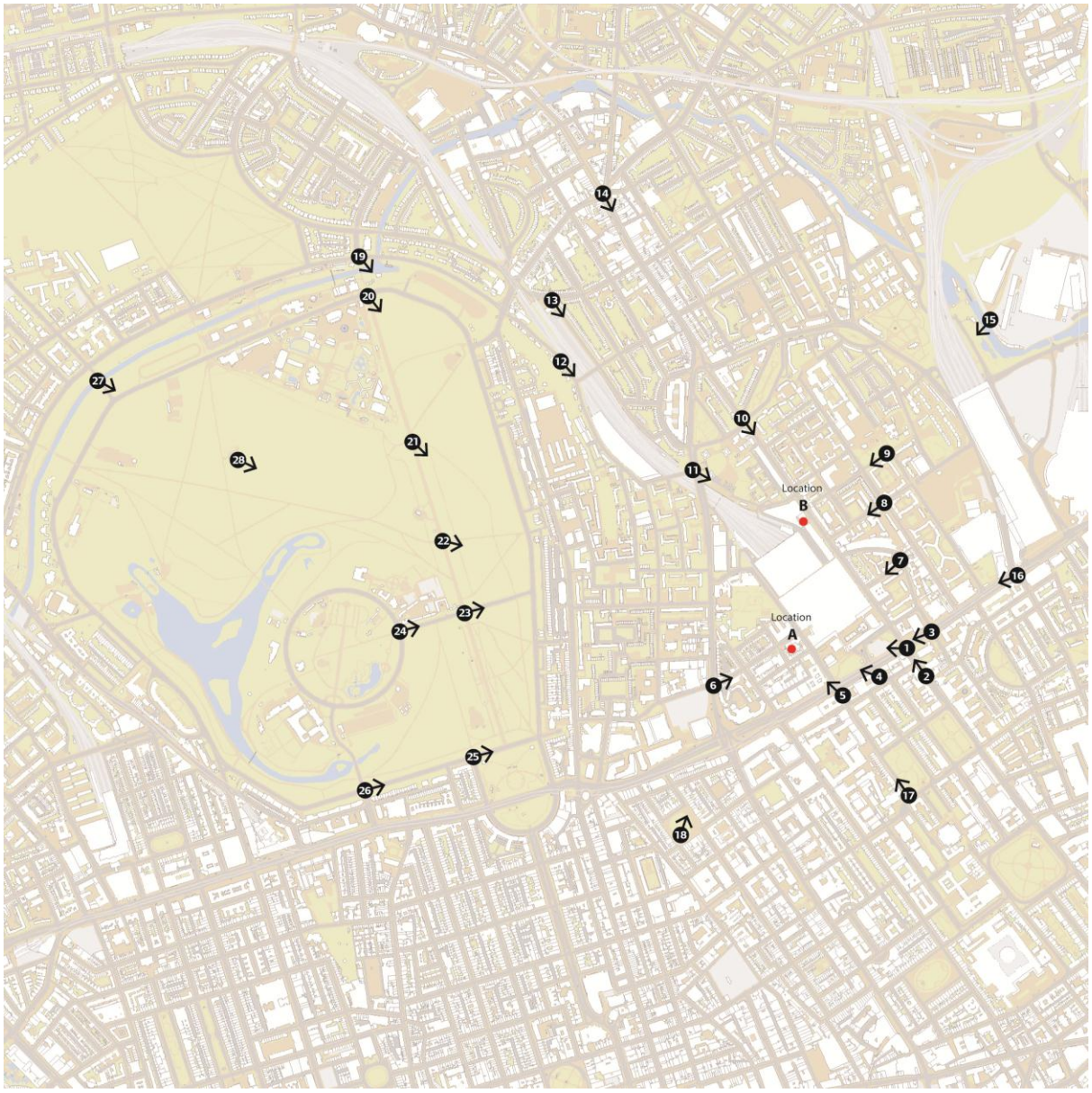
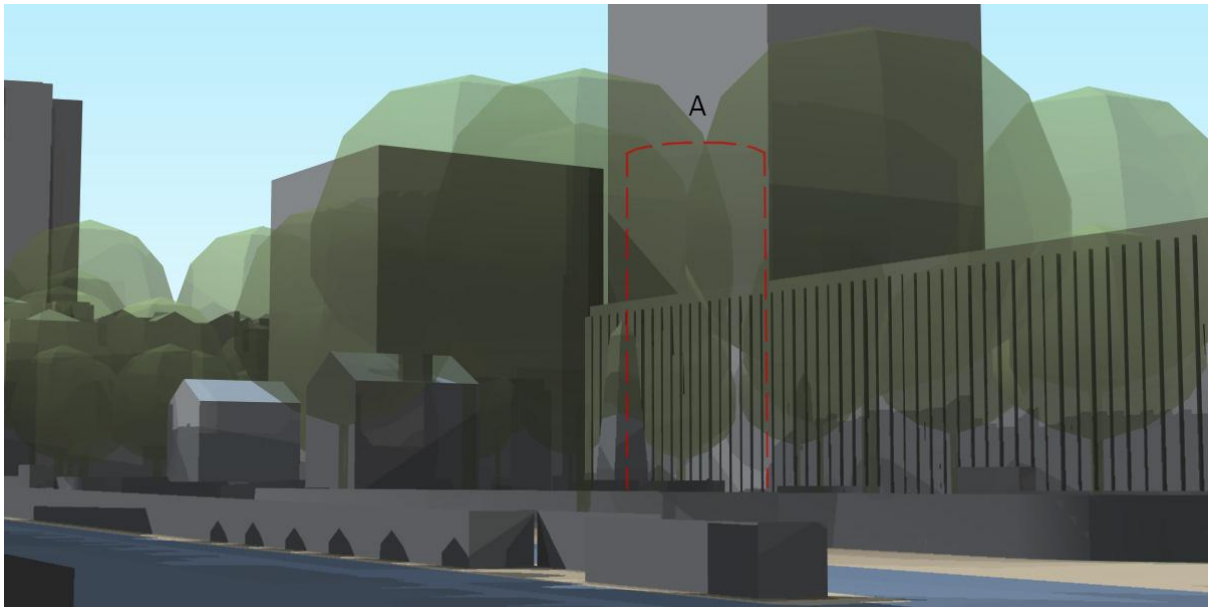


Figure 2 : Location of taller buildings and local viewpoints

Local views analysis:



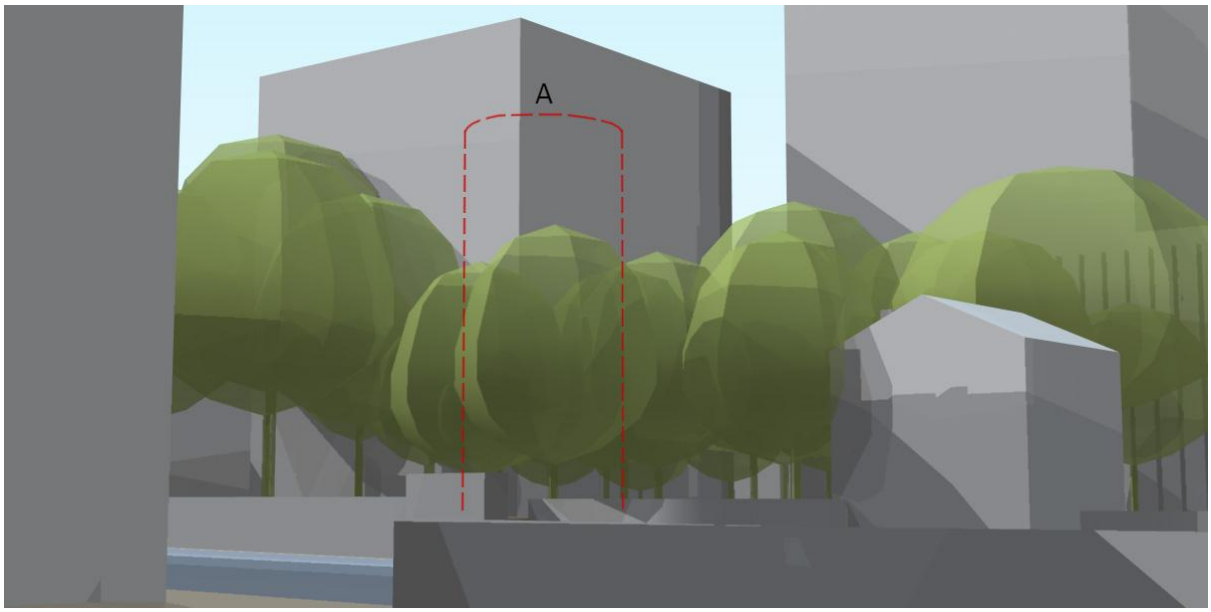
View 1: St. Pancras Church to Euston Square Gardens



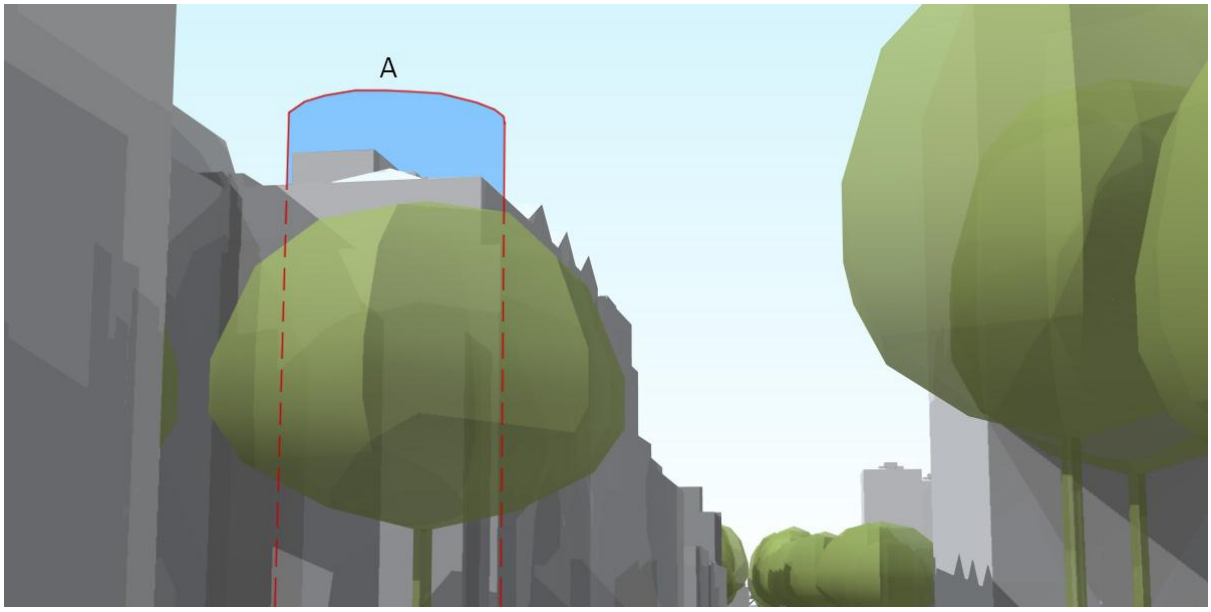
View 2: Upper Woburn Place to Eversholt Street



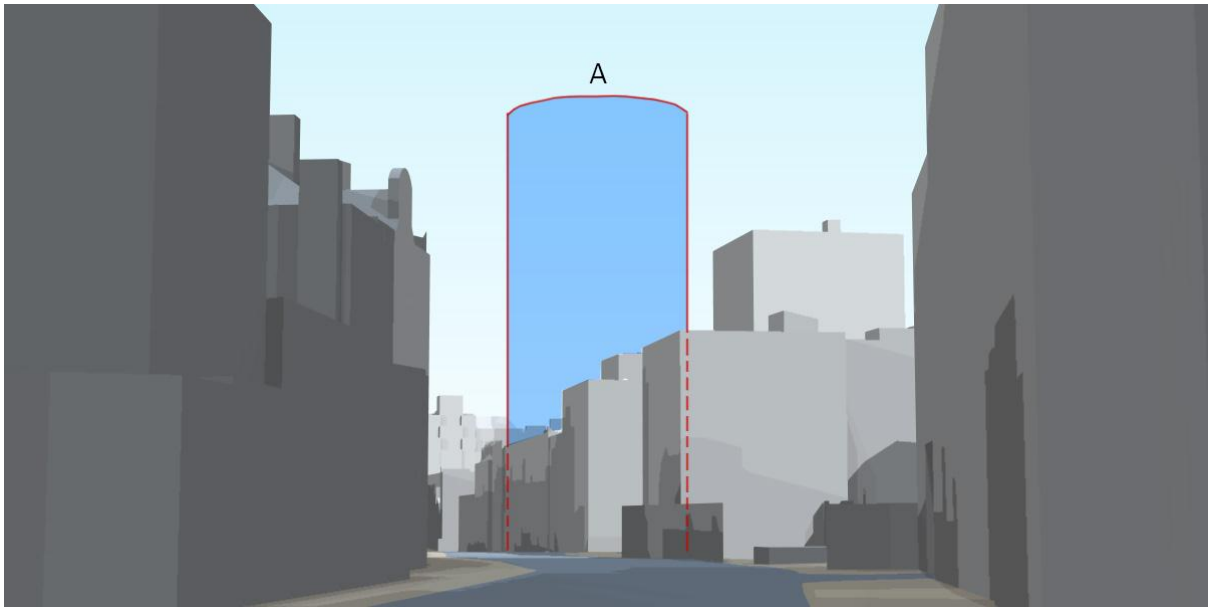
View 3: Euston Road / Duke's Road junction to Euston Square Gardens



View 4: Endsleigh Gardens to Euston Square



View 5: Gordon Street / Euston Road junction to Euston Station



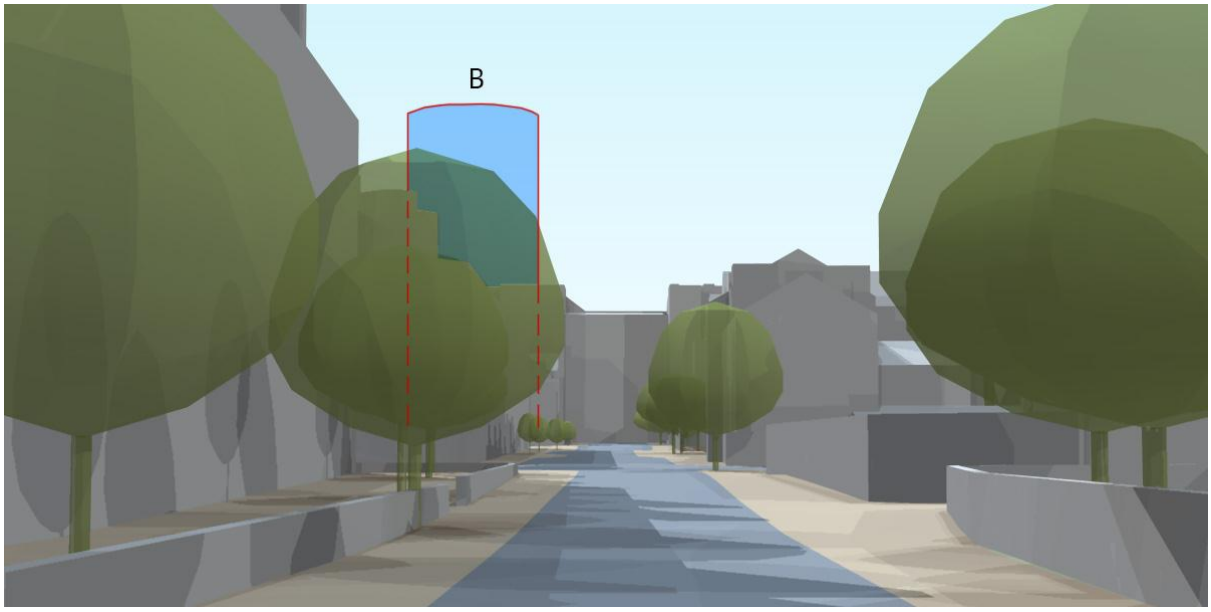
View 6: Hampstead Road / Drummond Street junction to Euston Station



View 7: Doric Way to Euston Station



View 8: Phoenix Road to Euston Station



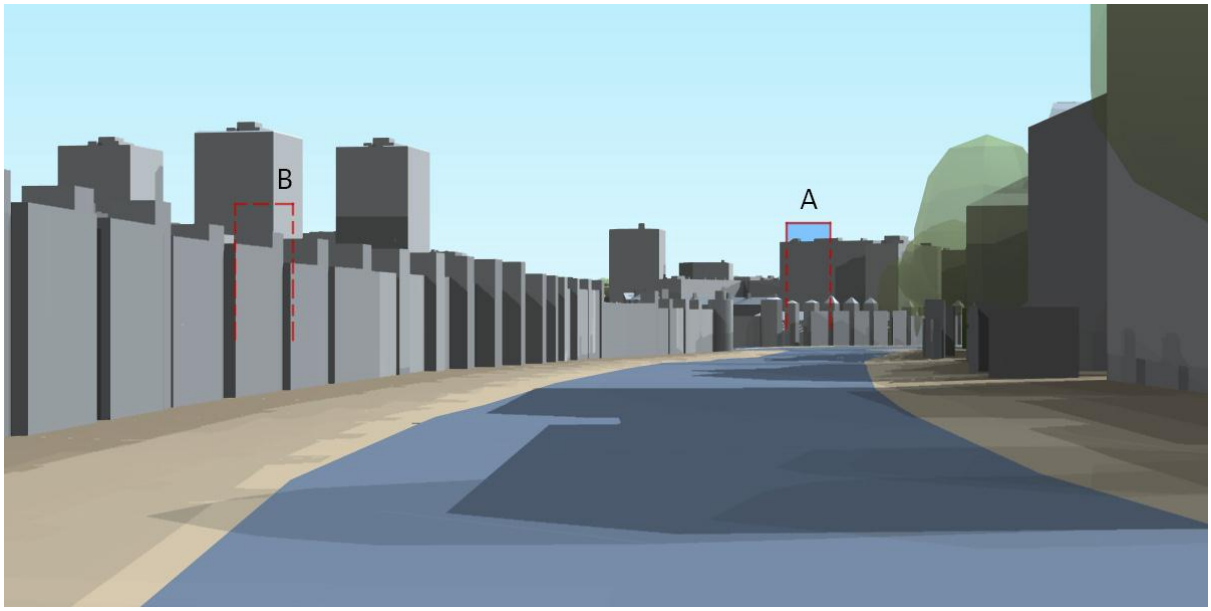
View 9: Polygon Road to Euston Station



View 10: Eversholt Street / Oakley Square to Euston Station



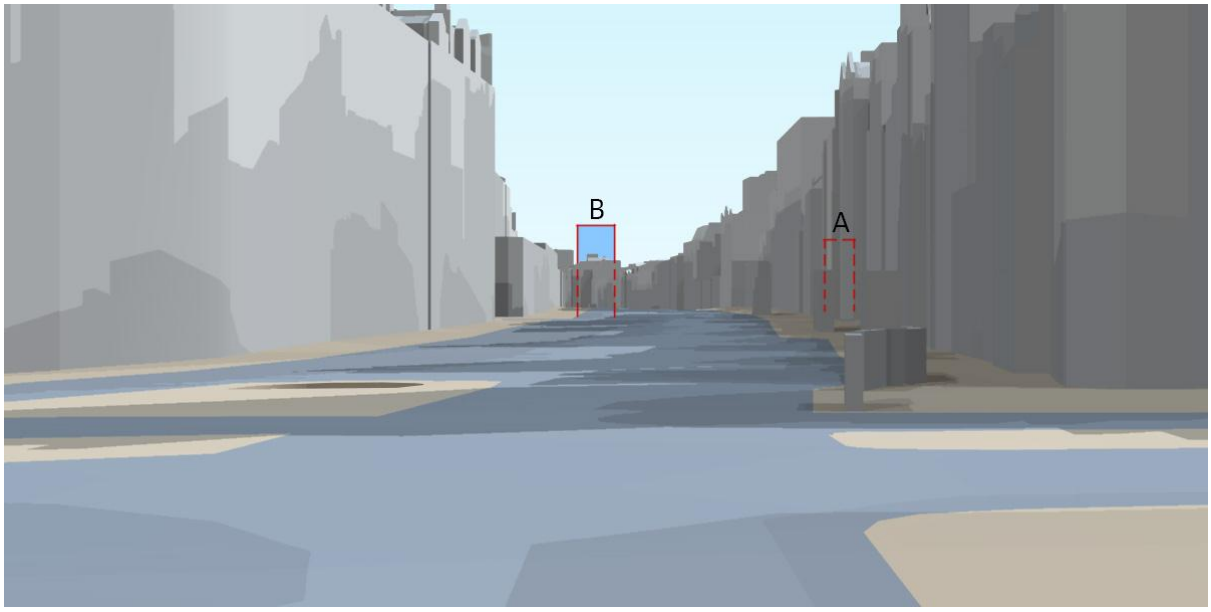
View 11: Hampstead Road Bridge to Euston Station



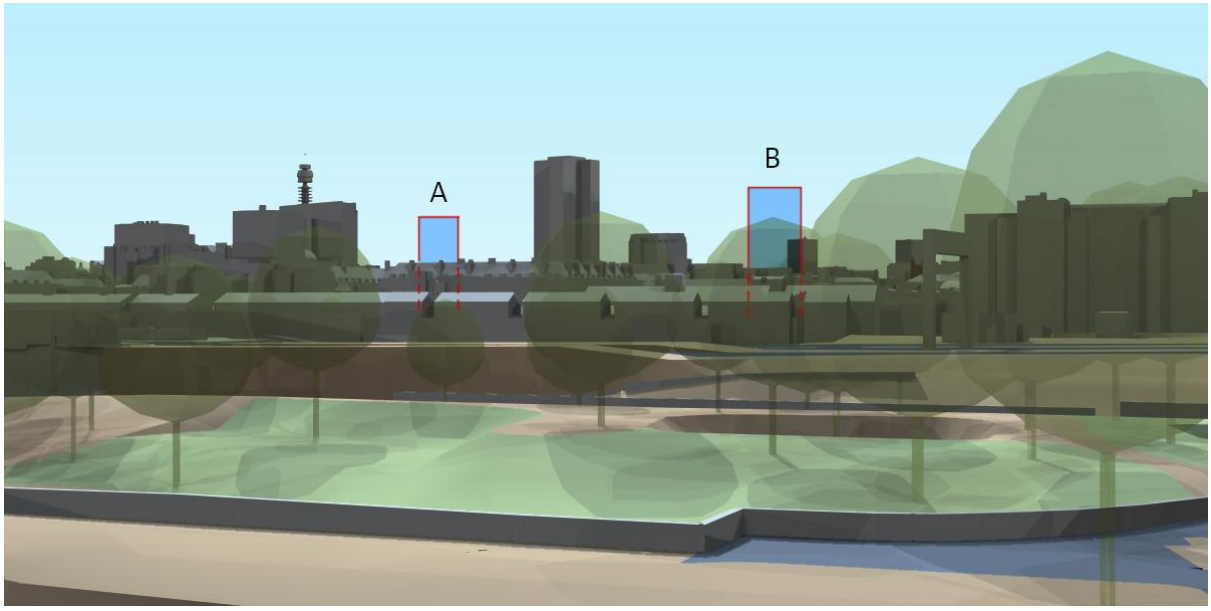
View 12: Park View East to Euston Station



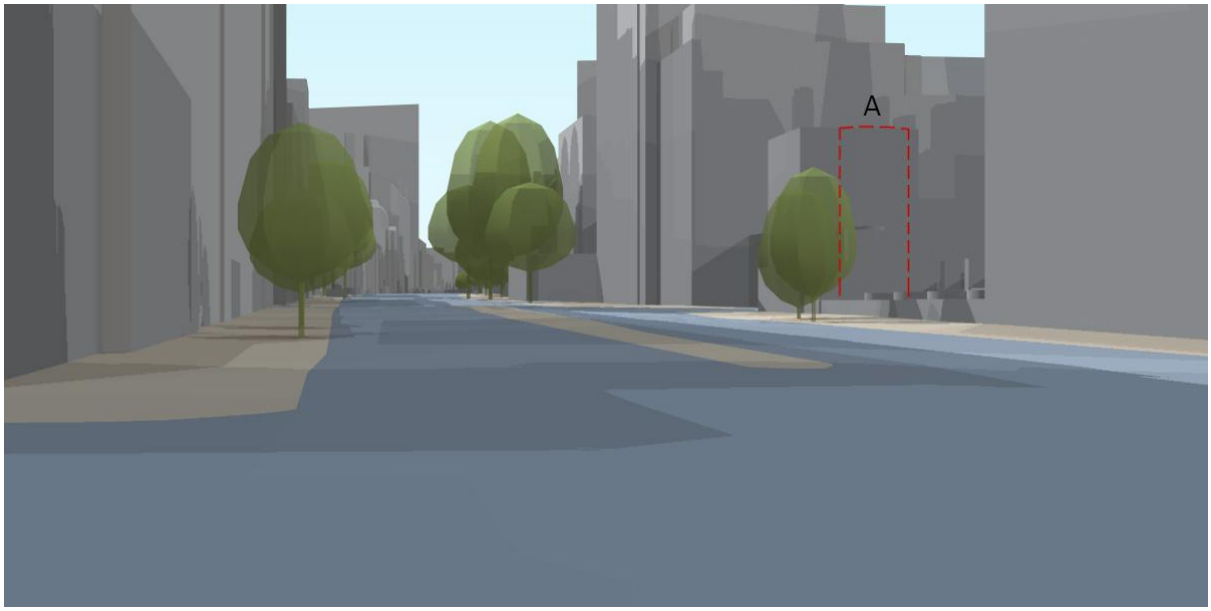
View 13: Mornington Street / Delancy Street junction to Euston Station



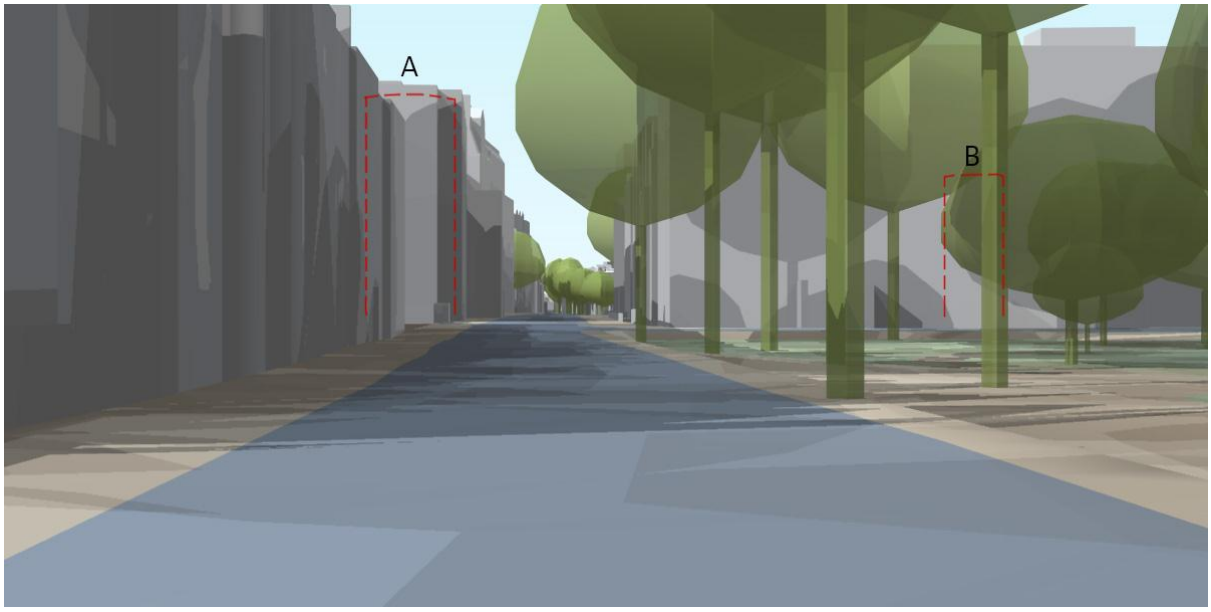
View 14: Camden High Street / Camden Town Underground Station to Euston Station



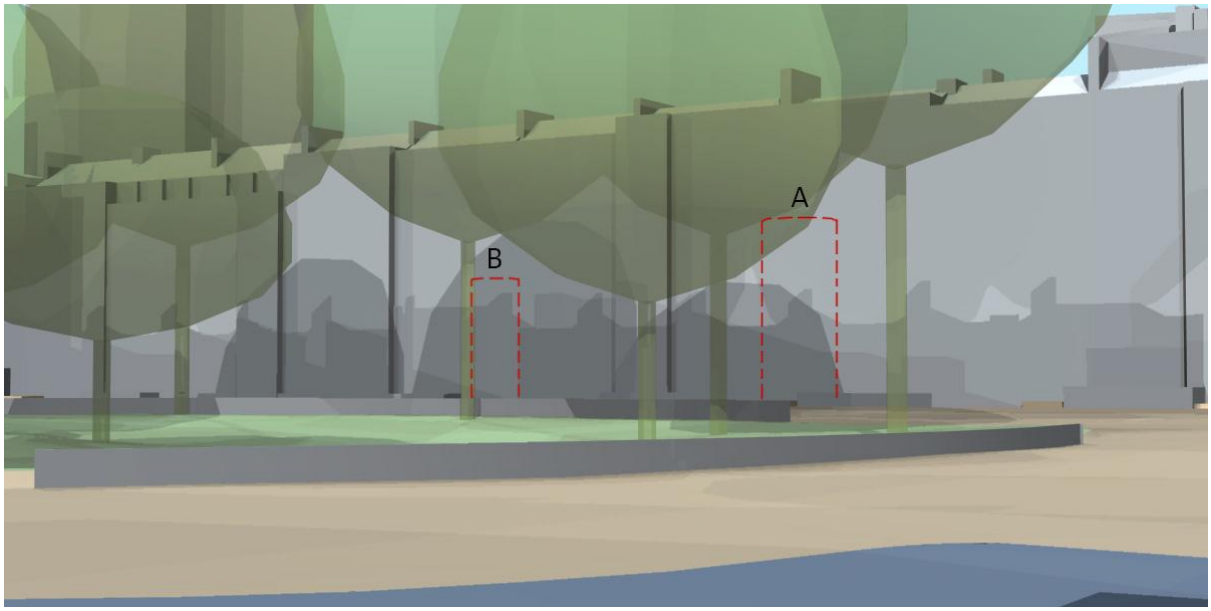
View 15: Wharf Road (Kings Cross) to Euston Station



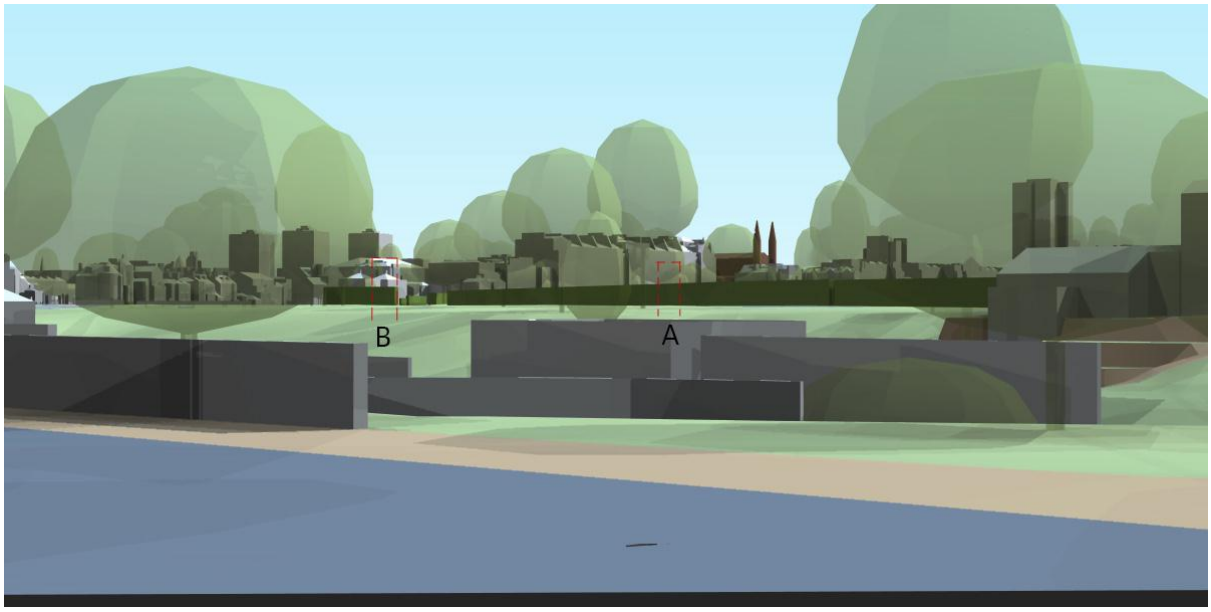
View 16: Euston Road / Judd Street junction to Euston Station



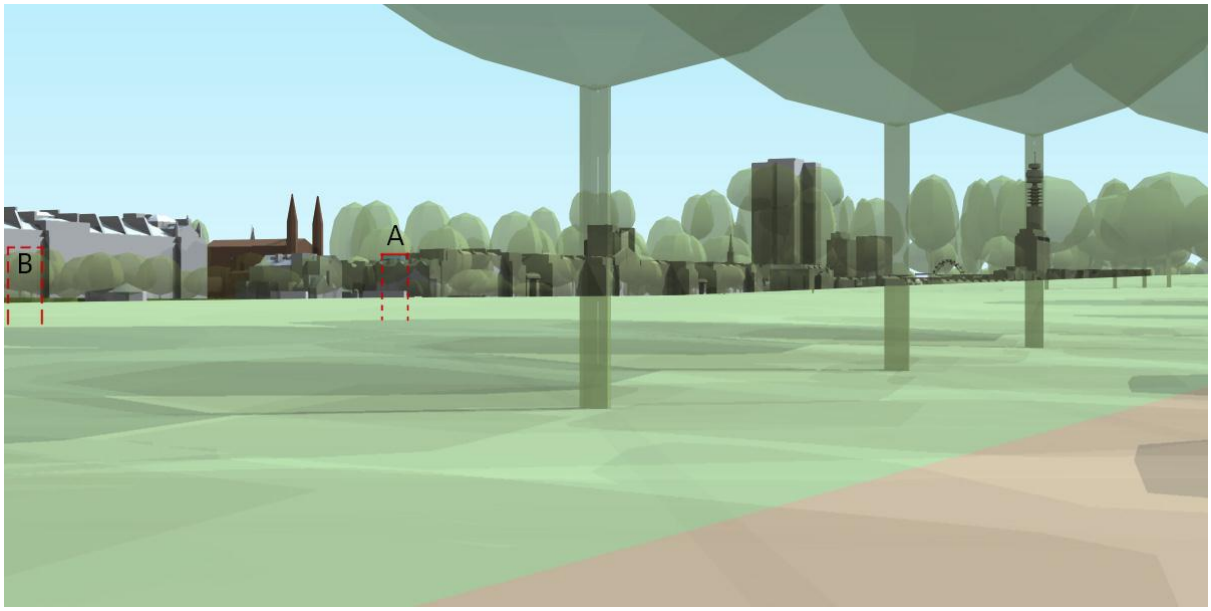
View 17: Gordon Street / Gordon Square to Euston Station



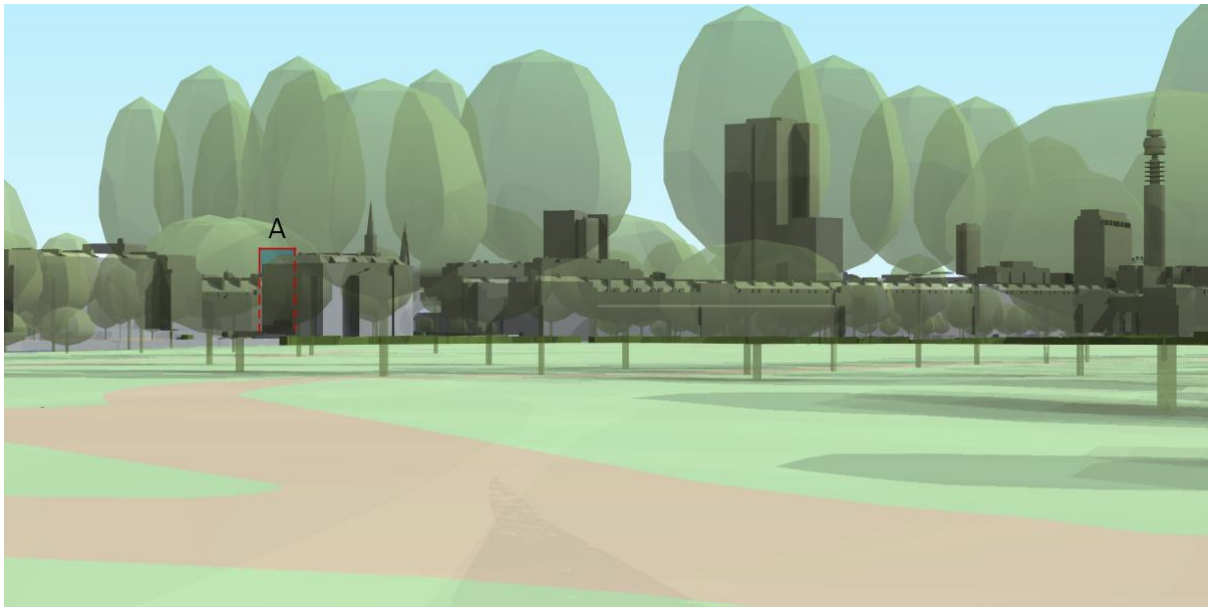
View 18: Fitzroy Square to Euston Station



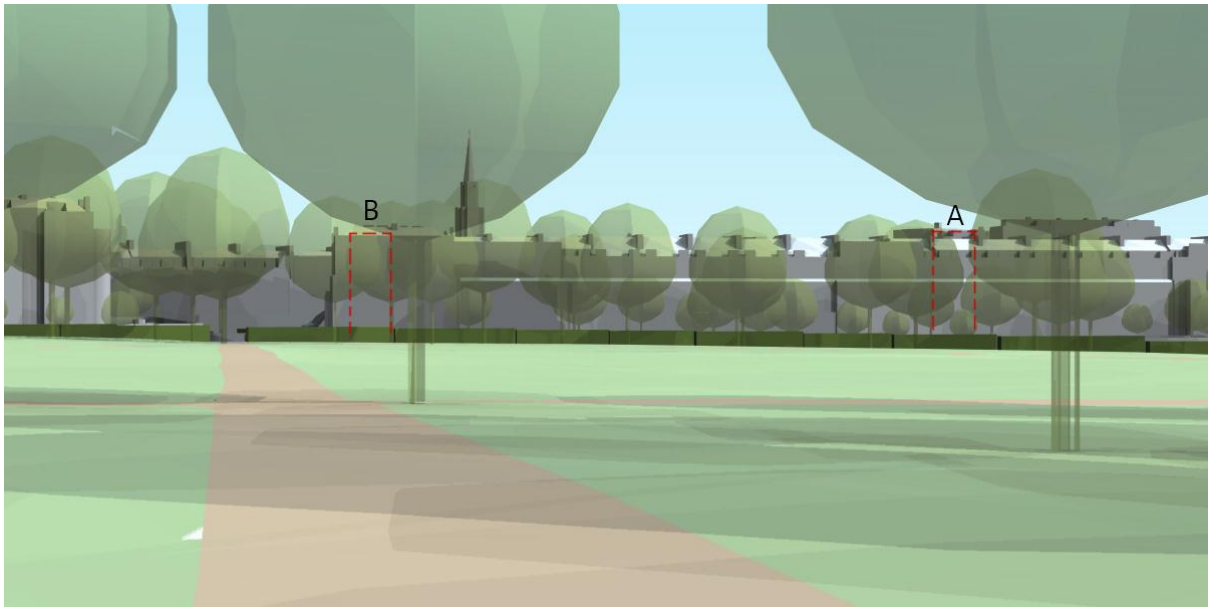
View 19: St. Mark's Church looking south-east towards Euston Station



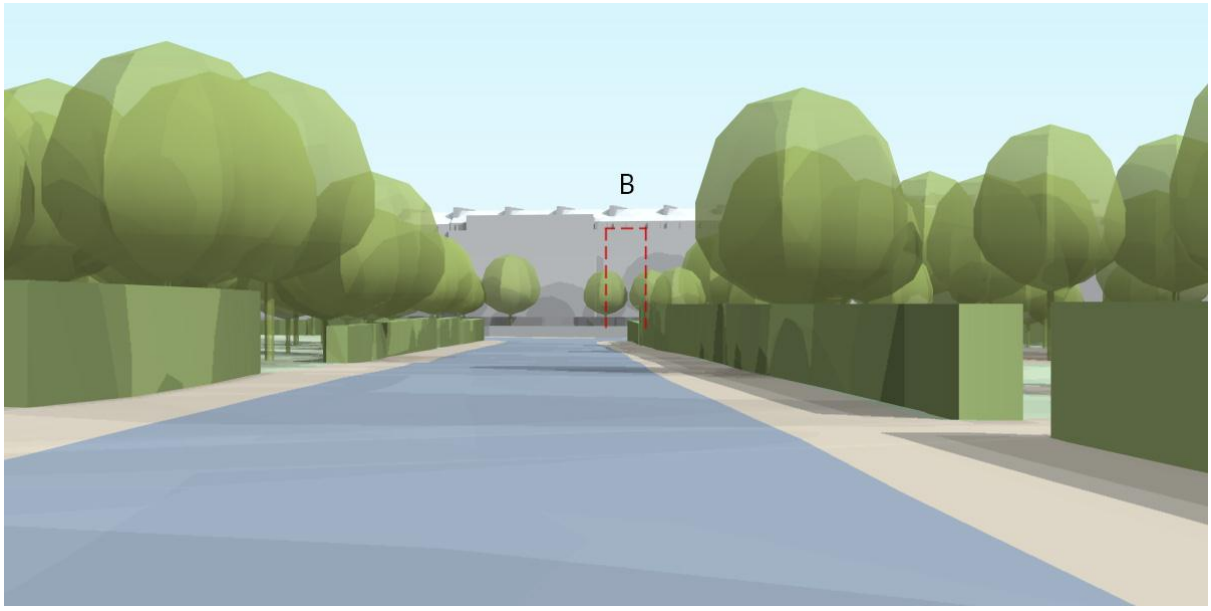
View 20: Regents Park – The Broadwalk (north end) looking south east towards Euston Station



View 21: Regents Park – The Broadwalk (at the fountain) looking south east towards Euston Station



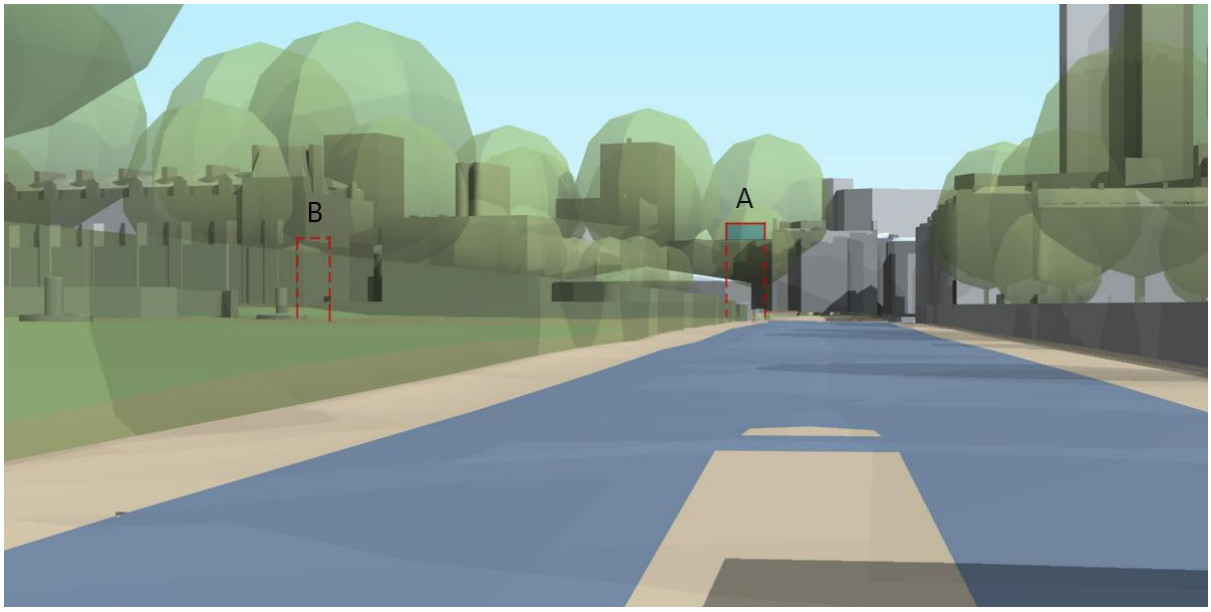
View 22: Regents Park – The Broadwalk (near picnic area) looking south east towards Euston Station



View 23: Chester Road / The Broadwalk junction looking east towards Euston Station



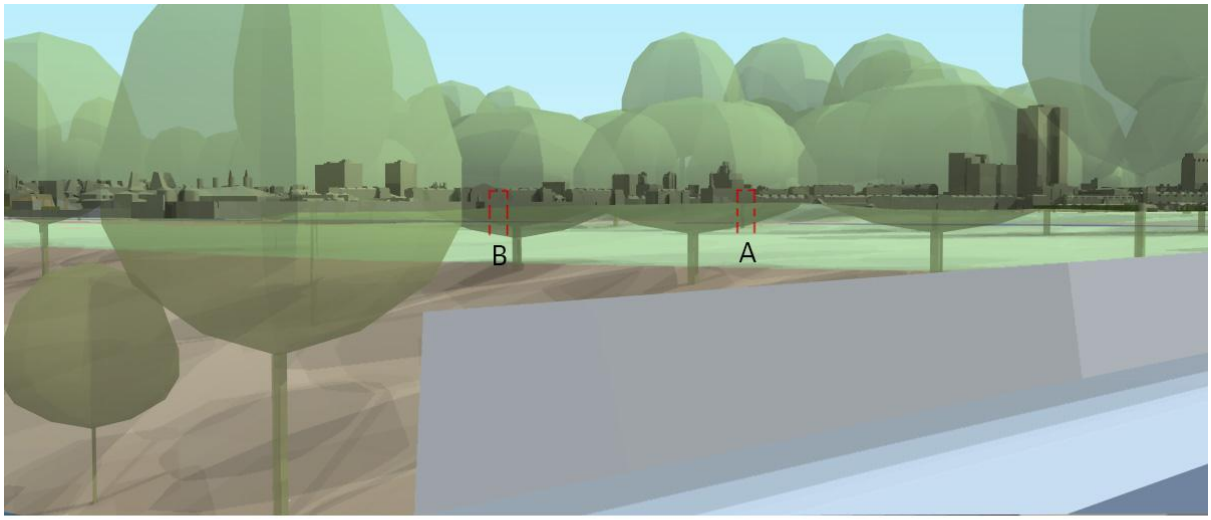
View 24: Chester Road / Inner Circle junction looking east towards Euston Station



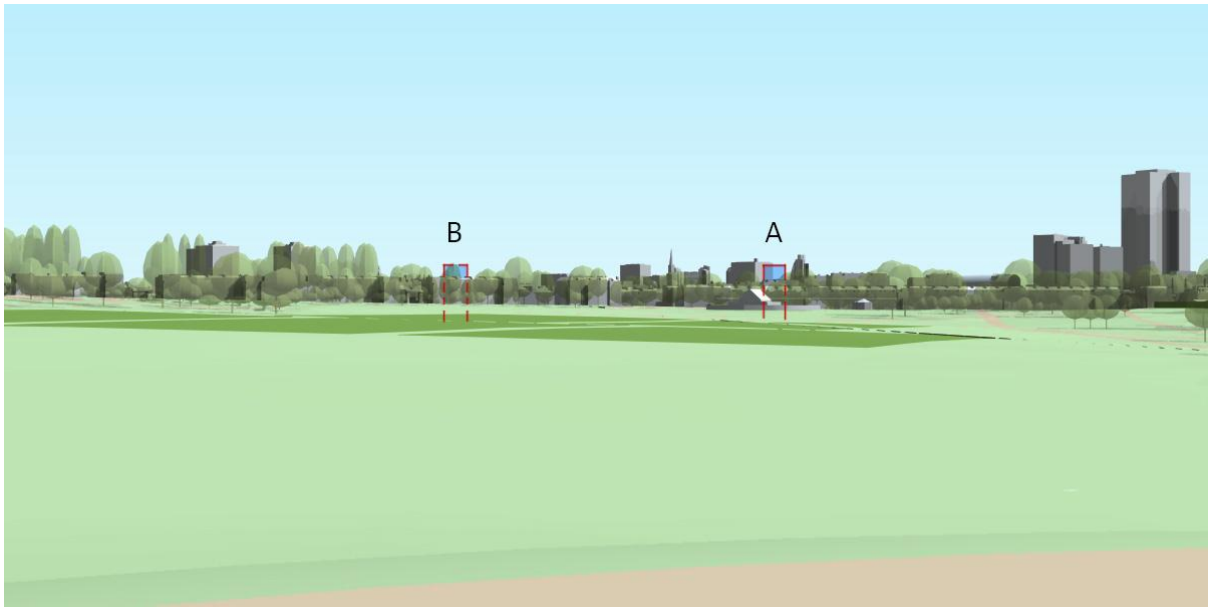
View 25: Outer Circle / Park Square junction looking east towards Euston Station



View 26: Outer Circle / York Bridge junction looking east towards Euston Station



View 27: Macclesfield Bridge over Grand Union Canal looking south-east towards Euston Station



View 28: Regent's Park Hub looking south east towards Euston Station

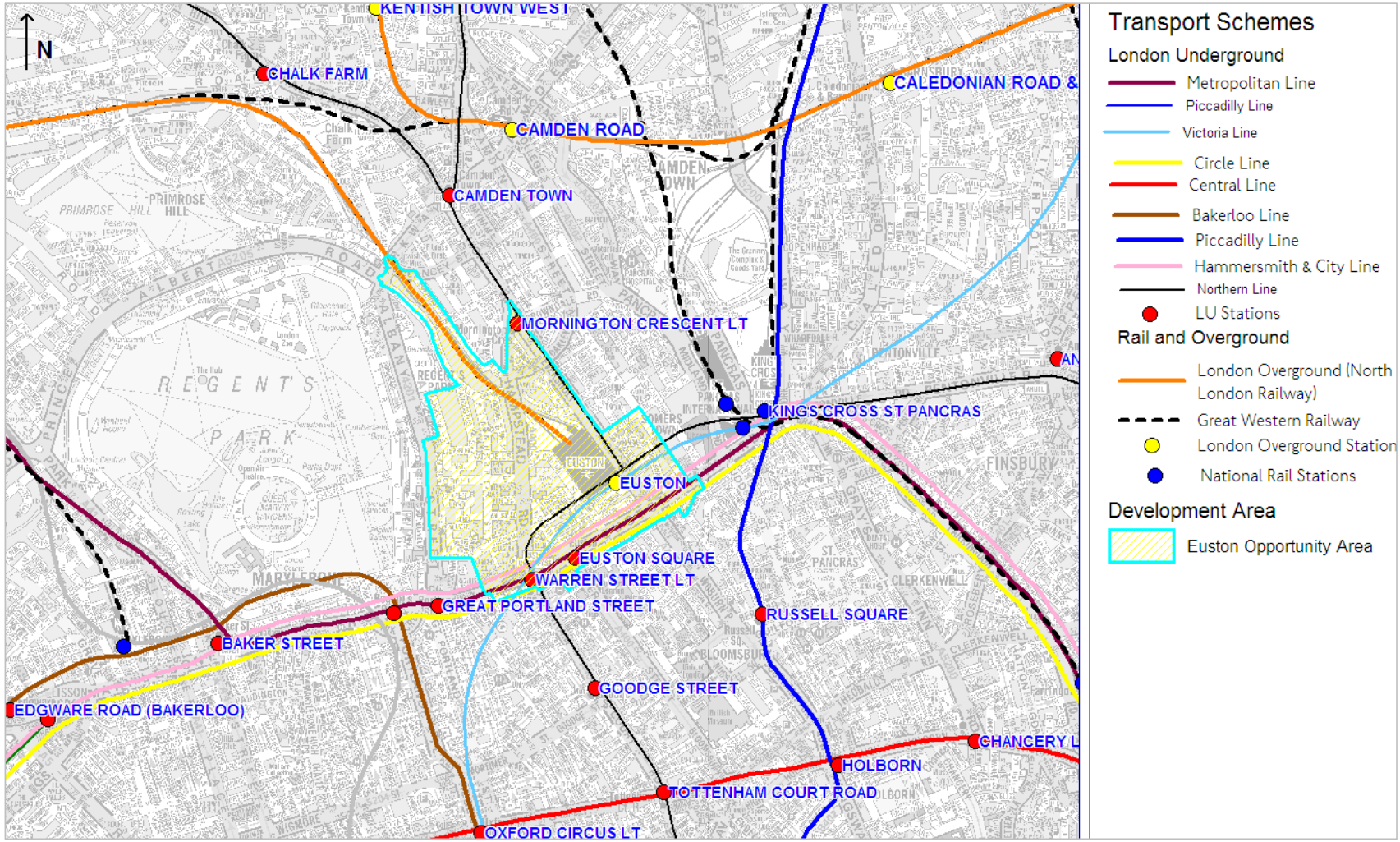
Euston Area Plan

Euston Area Plan Background Report

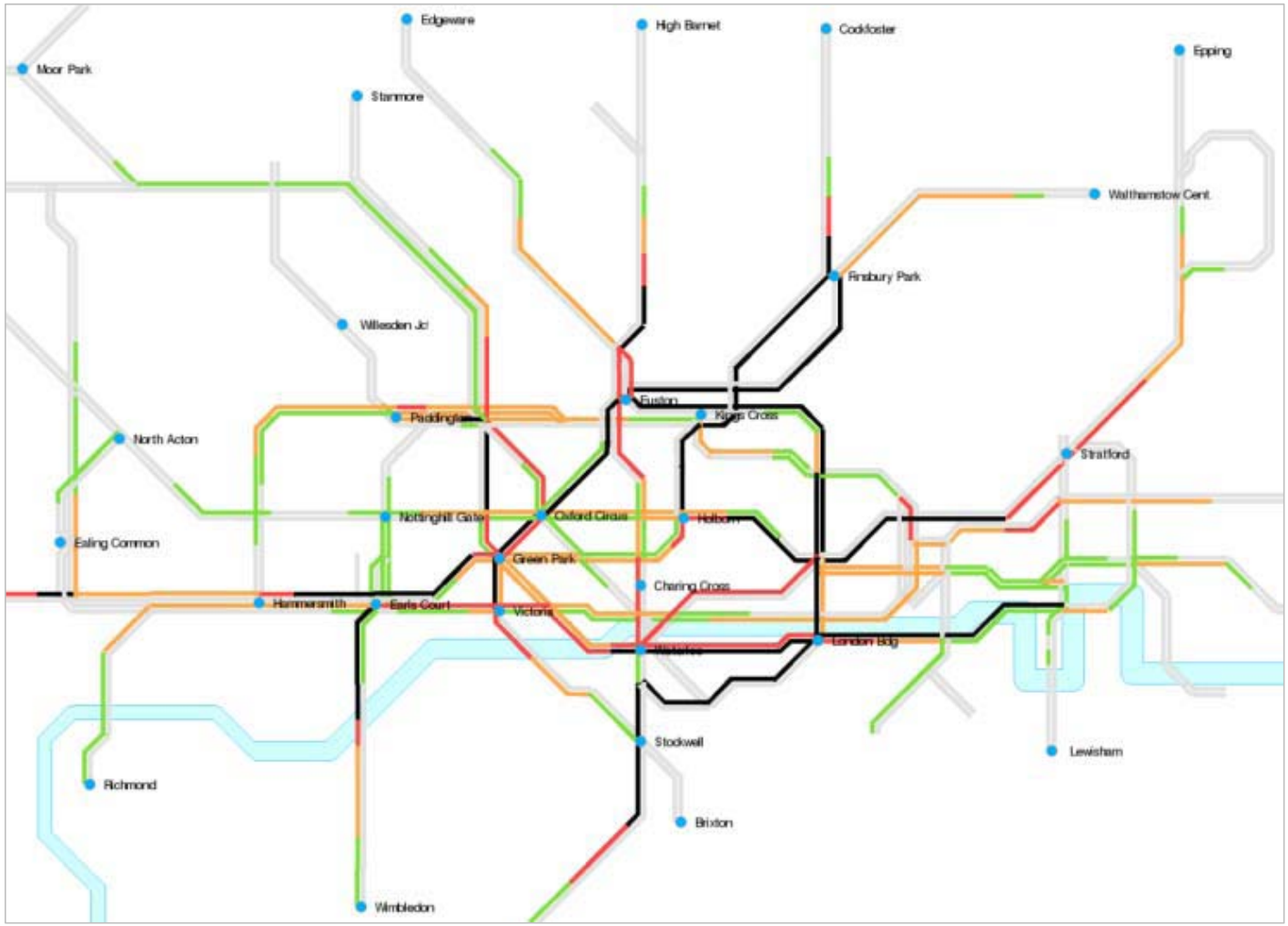
Appendix 4

Existing rail and tube links, passenger counts and crowding at Euston Station

Appendix D: Existing Rail Network



Existing Rail Network Crowding –AM Peak



TfL Passenger Counts for Underground Stations within Opportunity Area [5]

Weekday Entry	A.M. Peak	Inter peak	P.M. Peak	Total
Euston	13115	16024	13520	53204
Mornington Crescent	672	1483	2857	6714
Euston Square	3926	4660	6761	18929
Warren Street	1371	6474	12854	27238

Weekday Exit	A.M. Peak	Inter peak	P.M. Peak	Total
Euston	11666	15919	16622	54803
Mornington Crescent	2633	1227	916	5889
Euston Square	6989	5725	4920	19795
Warren Street	14769	7451	2942	27558

Saturday Total	Entries	Exit
Euston	40245	40620
Mornington Crescent	3897	3222
Euston Square	6010	5874
Warren Street	10356	9831

5 TfL, London Underground Counts, 2011

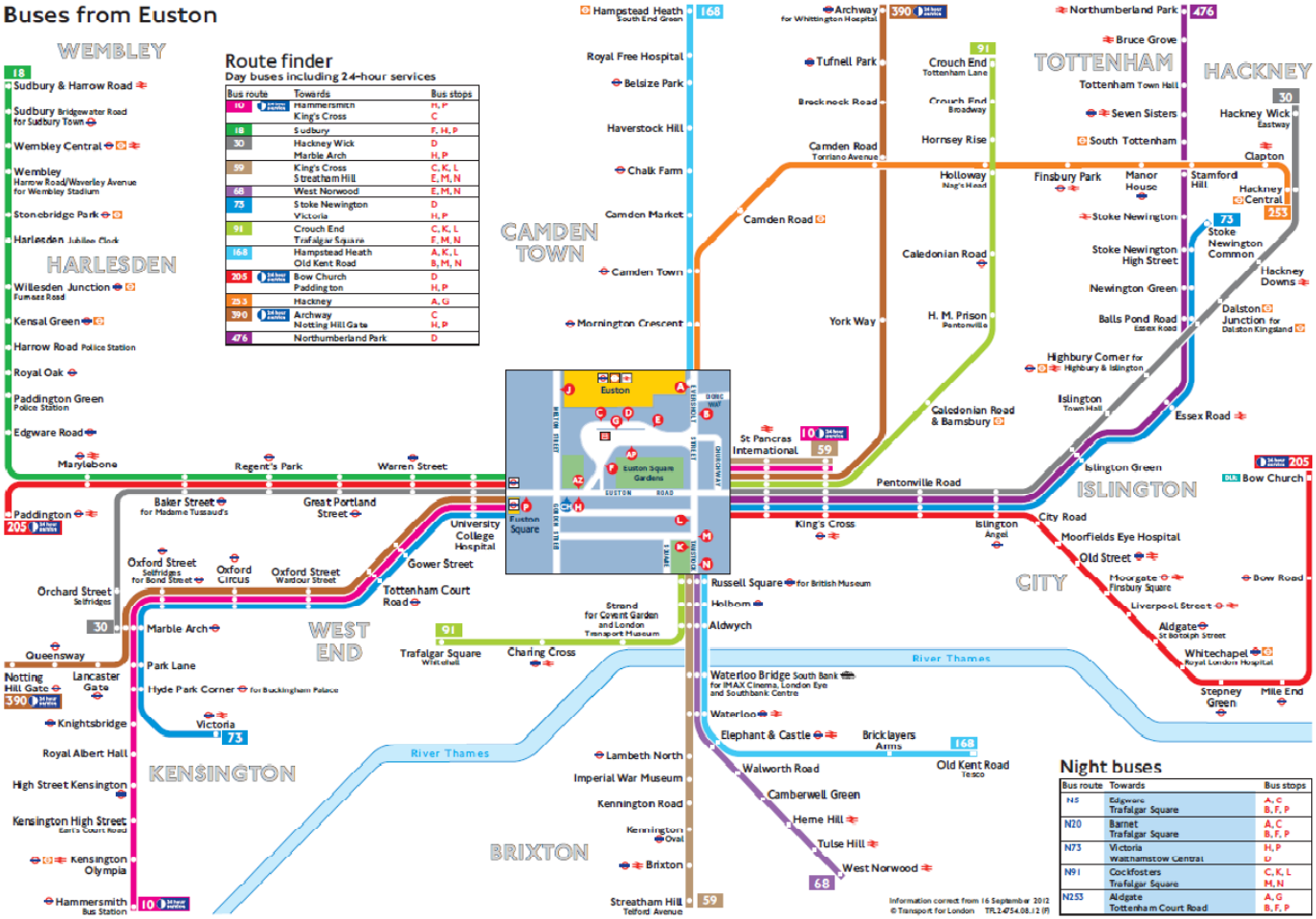
Euston Area Plan

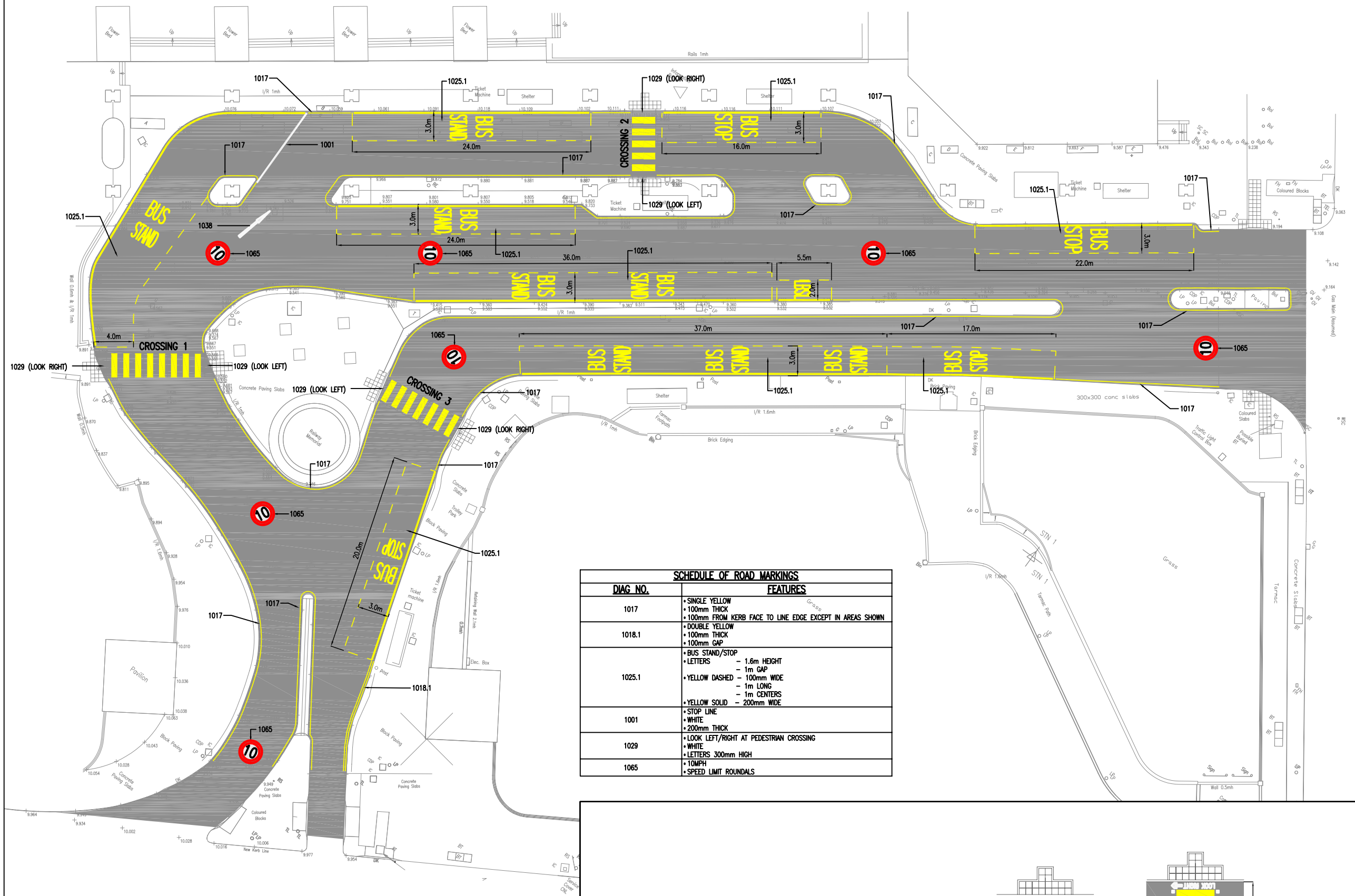
Euston Area Plan Background Report

Appendix 5

Existing bus routes, stands and stops

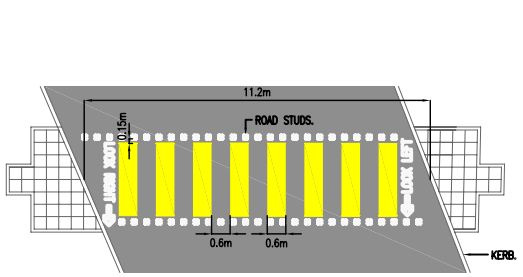
Appendix E: Existing Bus Network in Euston (from TfL website)



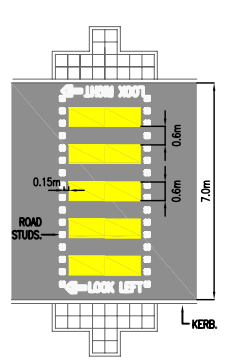


SCHEDULE OF ROAD MARKINGS

DIAG NO.	FEATURES
1017	• SINGLE YELLOW • 100mm THICK • 100mm FROM KERB FACE TO LINE EDGE EXCEPT IN AREAS SHOWN
1018.1	• DOUBLE YELLOW • 100mm THICK • 100mm GAP
1025.1	• BUS STAND/STOP • LETTERS – 1.6m HEIGHT – 1m GAP • YELLOW DASHED – 100mm WIDE – 1m LONG – 1m CENTERS • YELLOW SOLID – 200mm WIDE
1001	• STOP LINE • WHITE • 200mm THICK
1029	• LOOK LEFT/RIGHT AT PEDESTRIAN CROSSING • WHITE • LETTERS 300mm HIGH
1065	• 10MPH • SPEED LIMIT ROUNDALS



CROSSING 1
N.T.S.



CROSSING 2
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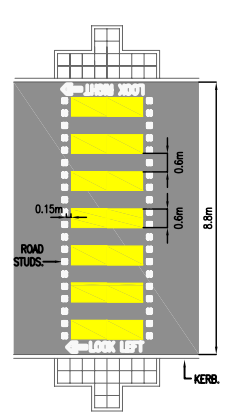

CROSSING 3
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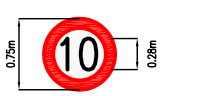

10MPH SPEED LIMIT ROUNDAL
N.T.S.

NOTES

DO NOT SCALE THIS DRAWING

CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER

ALL ROAD SIGNS AND MARKINGS SHALL ACCORD WITH 'TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002'

ROAD MARKINGS TO BE SUPPLIED AND APPLIED BY 'PREFORMED MARKINGS LTD'
CONTACT: UNIT 1, SILVERLANDS PARK
HOLLOWAY HILL
CHERTSEY
SURREY
KT160HE
TEL: 0932566696

PEDESTRIAN CROSSINGS:

DESIGNATED BY ALTERNATE BANDS IN YELLOW. WIDTHS OF ENDS OF CROSSINGS TO SUIT
ACTUAL ROAD DIMENSIONS AND WILL BE ESTABLISHED ON SITE BY PROJECT MANAGER
DURING SETTING OUT.
ROAD STUDS TO BE PLASTIC WHITE, REFLECTIVE AND SQUARE. SPACED IN 400mm CENTERS.

LSBL INSTRUCTED CHANGES 15.09.06 (S. CLEAVE/T. MITCHELL)

1. INCREASE LENGTH OF BUS STOP CAGE TO 16m.
2. BUS STOP CHANGED TO BUS STAND.
3. INCREASE LENGTH OF BUS STOP CAGE TO 22m.
4. ADDITIONAL VAN BAY 5.5m x 2m MARKED 'LSBL'.
5. BUS STAND DECREASED IN LENGTH FROM 54 TO 37m. BUS STOP CAGE AT START OF BUS STAND.
6. LOCATION OF 10MPH ROUNDEL CHANGED.
7. NEW BUS STOP CAGE ADDED 20m x 3m.

Rev.	Detail	By	Date
B	CHANGES AS PER LBSL COMMENTS	JP	13.11.06
A	STATUS CHANGE	JP	02.08.06

Revisions

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web www.clarkebond.co.uk

Bristol Birmingham Cardiff Exeter London Swansea

Client
LONDON BUS SERVICES LTD

Project
EUSTON BUS STATION

Drawing Title
PROPOSED ROAD MARKING

CONSTRUCTION

Project No.	Drawing No.
CL00463	13
Scales: 1:200	Date: 04.07.06
Drawn: DSK / Checked: JP	Sheet Size: A1
	Revision: B

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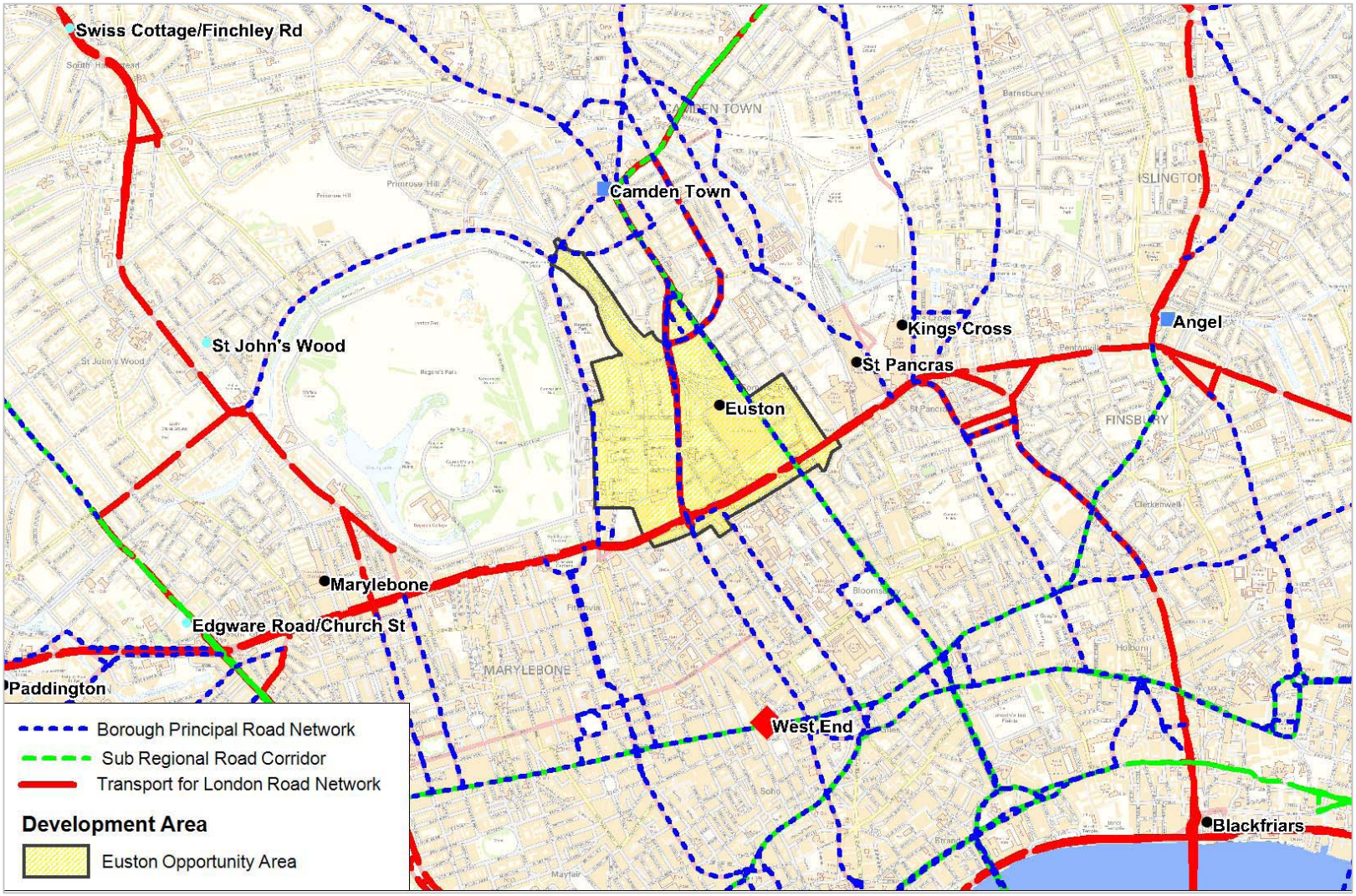
Euston Area Plan

Euston Area Plan Background Report

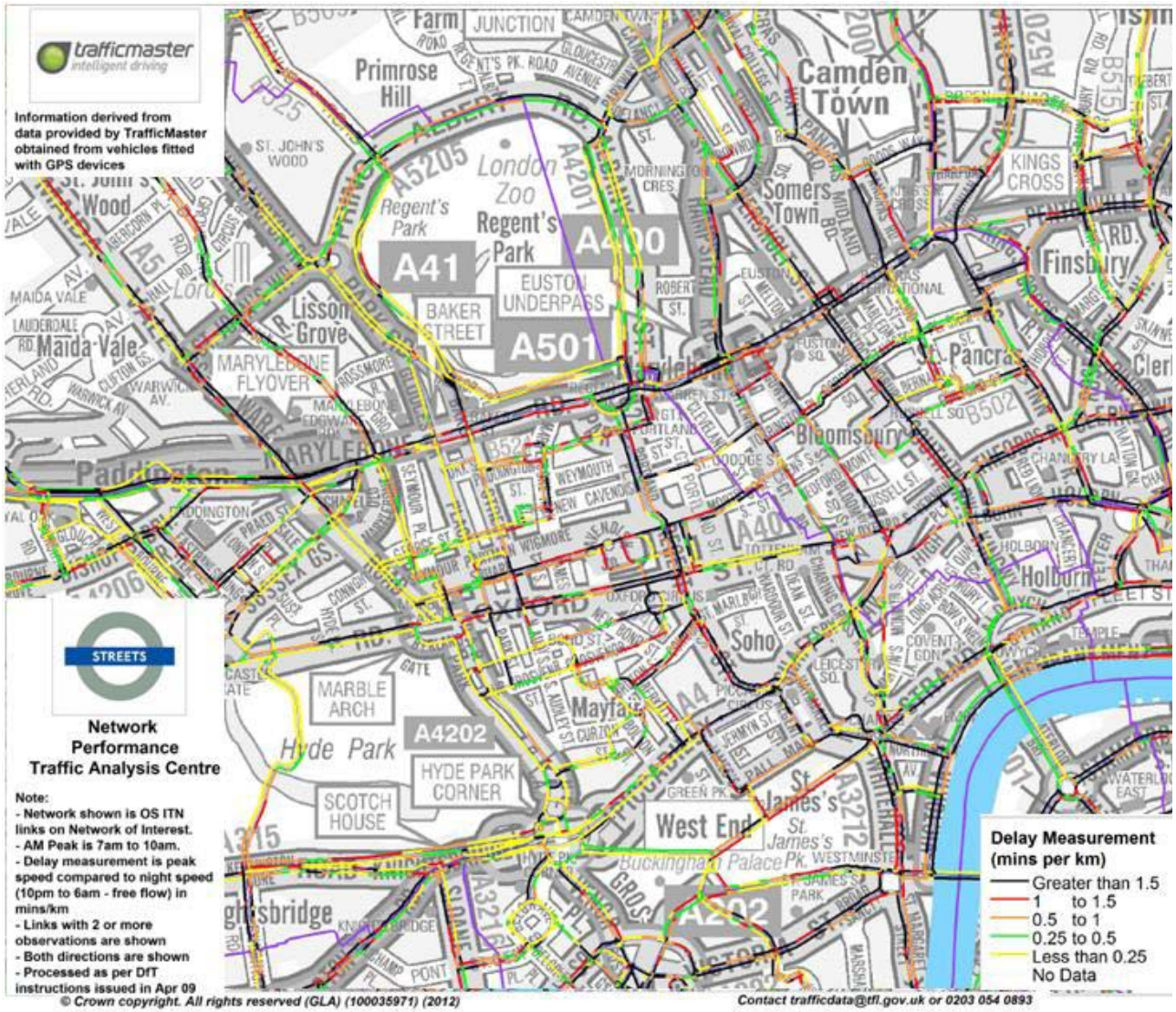
Appendix 6

Existing road network

Appendix A: Euston Area Road Network



Appendix B: Euston Area Road Network Performance (April 2009)



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Contact trafficdata@tfl.gov.uk or 0203 054 0893

Euston Area Plan

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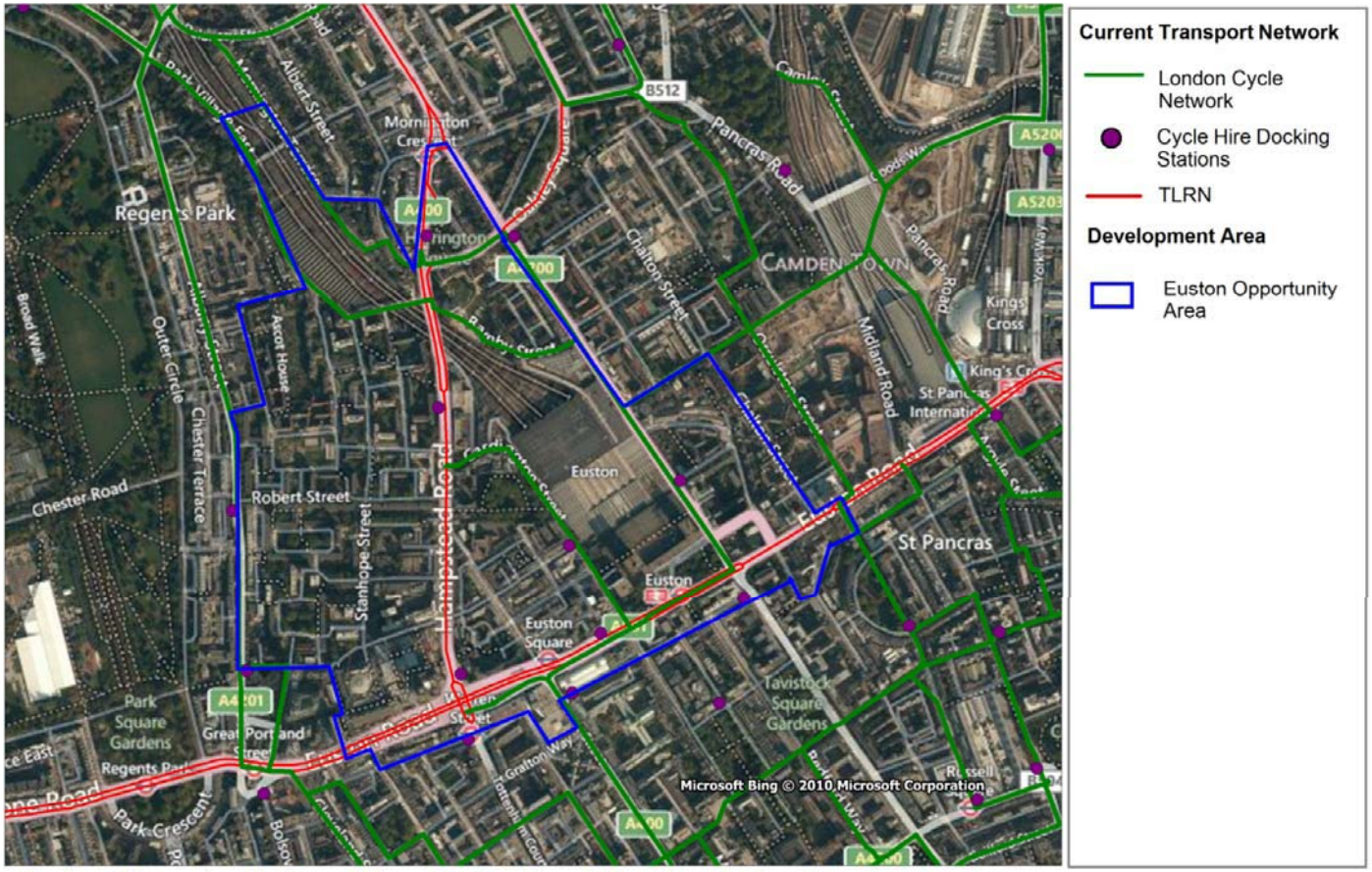
Appendix 7

Cycling facilities in the Euston area

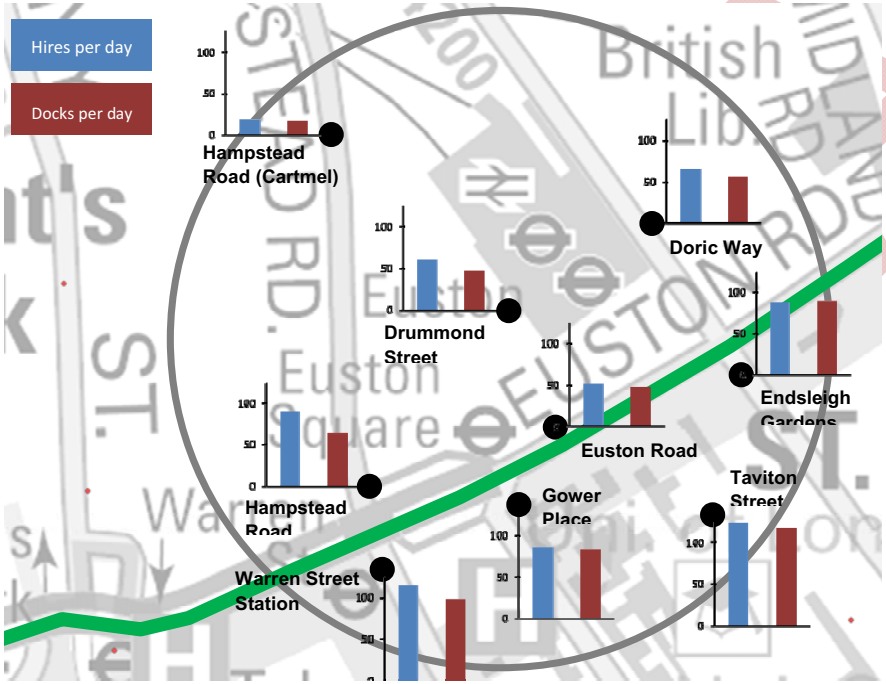
Appendix F: Current Cycle Netrwork



Euston Opportunity Area Current Road and Cycling Network

Table 1 - Data for docking stations in the Euston area

Docking Station	Location wrt. Euston Road	Capacity
Taviton Street	South	30
Drummond Street	North	28
Hampstead Road (Cartmel)	North	16
Doric Way	North	31
Gower Place	South	17
Euston Road	North	24
Hampstead Road	North	54
Endsleigh Gardens	South	32
Warren Street Station	South	26



Number of cycles hired and docked on weekdays at each docking station in the Euston area

Euston Area Plan

Euston Area Plan Background Report

Appendix 8

Community facilities in the Euston area

Community Buildings in the Euston area

The tables below provide information about buildings providing community services (community centres, play facilities, youth clubs, libraries, services for older people) within walking distance of Euston Station in Regents Park and Somers Town wards. The building descriptions and notes on building condition and investment opportunity are based on information provided by the Council's Communities and Third Sector team in January 2013.

Schools

Schools in the Euston area		
Primary schools within study area		
	Capacity and current pressures/ vacancies	**Building condition and capacity for growth**
Netley Primary School, 30 William Road, NW1 3EN	Oct 2012 Admission Number = 420 (60 per year group Rec:Y6) Roll = 384 Vacancies = 36 (8,7,2,2,4,5,8 for Reception to Year 6 respectively)	No additional places are being added at the school as part of the new school redevelopment. Condition of existing Victorian building likely to be good once works completed. School will also have a brand new building.
St Aloysius RC Infant School, 28 Phoenix Road, NW1 1TA	Oct 2012 Admission Number = 180 (60 per year group Rec:Y2) Roll = 166 Vacancies = 14 (9,2,3 for Reception to Year 2 respectively)	There is no scope for adding additional capacity on the existing site. School building requires investment but not programmed yet.
Primary schools close to the study area		
Christ Church CE Primary School, Redhill Street, Regent's Park, NW1 4BD	Oct 2012 Admission Number = 210 (30 per year group Rec:Y6) Roll = 205 Vacancies = 5 (0,0,0,0,2,0,3) for Reception to Year 6 respectively)	No apparent scope for adding additional capacity on the existing site. Existing building in reasonable condition.
St Aloysius Junior School, Aldenham Street, NW1 1PS	Oct 2012 Admission Number = 240 (60 per year group Y3:Y6) Roll = 217 Vacancies = 23	No apparent scope for adding additional capacity on the existing site. May receive investment in 2013/14 to improve building condition/suitability and sustainability.

	(7,2,5,9) for Year 3 to Year 6 respectively)	
Richard Cobden Primary School, 29 Camden Street, NW1 0LL	Oct 2012 Admission Number = 420 (60 per year group Rec:Y6) Roll = 412 Vacancies = 8 (0,0,0,0,2,0,6) for Reception to Year 6 respectively)	Has received funding to improve the condition/suitability and sustainability of building. New nursery planned for 2013/14. No scope for additional capacity on site without major remodelling.
St Mary And St Pancras CE Primary School, 81 Werrington Street, NW1 1QP	Oct 2012 Admission Number = 210 (30 per year group Rec:Y6) Roll = 203 Vacancies = 7 (0,1,1,0,0,1,4) for Reception to Year 6 respectively)	Has been rebuilt to include student housing. Building in good condition. Unlikely to be scope for additional capacity on site.
Edith Neville Primary School, 174 Ossulston Street, NW1 1DN	Oct 2012 Admission Number = 210 (30 per year group Rec:Y6) Roll = 209 Vacancies = 1 (0,0,0,0,0,0,1) for Reception to Year 6 respectively)	Current building in very poor condition.
Secondary schools within study area		
Maria Fidelis Convent School Lower School, 2-10 North Gower Street, NW1 2LY	Oct 2012 Admission Number = 750 (150 per year group Y7:Y11) Roll = 540 Vacancies = 210 (60,50,59,40,1) for Year 7 to Year 11 respectively)	School successfully bid for funding from the government through the Priority Schools Building Programme to rebuild the school. Timescales and scope for any works not yet clear. Government working direct with school. Viability of Lower School may be significantly affected by HS2 due to proximity to station works.
Maria Fidelis Convent School Upper School, 34 Phoenix Road, NW1 1TA		
Secondary schools close to the study area		
Regent High	Oct 2012	Part of Camden's Building Schools for the Future programme.

School**,** Charrington Street, NW1 1RG	Admission Number = 900 (180 per year group Y7:Y11) Roll = 626 Vacancies = 274 (86,47,61,74,6) for Year 7 to Year 11 respectively)	School is in the process of being significantly remodelled and capacity of an additional 2FE being added for possible future increase.

Source: Camden Children Schools and Families

Health

Health facilities in the Euston Area (NHS Camden)
Hospitals
St Pancras Hospital, 4 St Pancras Way, London, NW1 0PE
University College Hospital, 235 Euston Road, London, NW1 2BU
GP surgeries
Regents Park Practice, Cumberland Market, London, NW1 3RH
Gower Place Practice, 3 Gower Place, London, WC1E 6BN
Fitzrovia Medical Centre, 31 Fitzroy Square, London, W1T 6EU
Ampthill Practice, Crowndale Health Centre, 59 Crowndale Road, London, NW1 1TN
Somers Town Medical Centre, 77-83 Chalton Street, London, NW1 1HY
Gower Street Practice, 20 Gower Street, London, WC1E 6DP
The Bloomsbury Surgery, 1 Handel Street, London, WC1N 1PD
Dentists
Arrow Dental Surgery, 89a Robert Street, London, NW1 3QT
Confi-Dent Dental Surgery, 66 Hampstead Road, London, NW1 2NT
Esthetique Dental Care, 74 Cleveland Street, Fitzrovia, London, W1T 6NA
Camden High Street Dental Practice, 22 Camden High Street, London, NW1 0JH
Camden Dental Centre, 77 Camden High Street, London, NW1 7JL
Mornington Dental Surgery, 11 Crowndale Road, Camden, London, NW1 1TU
Parkway Dental Care, 86 Parkway, London, NW1 7AN

Source: NHS Camden (http://www.camden.nhs.uk/Yourlocalservices)

Other emergency services

Other (non-health related) emergency services in the Euston Area

Hospitals		
	Capacity and current pressures/ vacancies	**Building condition and capacity for growth**
London Fire Station, 172 Euston Road, NS1 2DH	To be retained by the London Fire Brigade	To be retained. The Fire Station (including boundary walls, gate piers and railings) is Grade II* Listed.
Albany Street Police Station	Contains a public counter at ground floor with officers at first and second floors. The public counter on the ground floor of the building is now closed, and it is understood that the building is to be vacated as it is now surplus to requirements.	Consideration should be given as to whether a replacement alternative community use at ground floor level would be appropriate. Given the significant uplift in employment floorspace anticipated at Euston Station and the lack of suitability of the site for alternative employment uses, it may be appropriate for the office element of the site to be released for alternative uses, such as residential.

Community centres and libraries

Community centres and libraries: Regents Park Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**
Surma Community Centre, 1 Robert Street, NW1	Voluntary sector managed community centre providing services to local Bengali residents	Purpose built centre on two levels comprising offices, groundfloor meeting space, large hall on the first floor.	Advice, adult education, health sessions, including doctor's surgery, youth club.	Options being considered for the building, which has out of date accommodation. One option is to re-provide the centre in its existing location as part of a redevelopment.
The West Euston Partnership One Stop Shop, Hampstead Road (corner with Robert Street) NW1	Advice centre, also provides office accommodation for the West Euston Partnership	Currently housed in a temporary portacabin, but due to move to new purpose-built accommodation	Advice and guidance on job hunting, careers, education and training for adults and young people aged 13 – 19 years.	WEP is due to move to new purpose built accommodation in Hampstead Road which will be provided by British Land within the nearby Regents Place development.
The West Euston Healthy Community Project (also known as the H-pod) Cumberland Market, NW1	Healthy living centre provided by the West Euston Partnership, Camden Primary Care Trust and Sure Start Euston	Single storey building situated on the edge of open space next to the Regents Park Medical Centre	Range of services, including health information, exercise classes, mother and toddler drop in sessions	The West Euston Partnership is likely to retain its activities this current accommodation, in addition to the move from the Hampstead Road premises to Regents Place.

Community centres and libraries: Regents Park Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**
The Third Age Project, the Crypt Centre, basement of St Mary Magdalene Church, Munster Square, NW1	Voluntary sector organisation providing services mainly to people aged 60 and over	Crypt in the basement of St Mary Magdalene Church	Range of services for older people including a lunch club, exercise classes, a Good Neighbour scheme, social events	The Crypt was refurbished in 1997 with funding from the Single Regeneration Budget and the Church Urban Fund.
Regents Park Children's Centre, Augustus Street, NW1	Nursery. Council-run service	Purpose built nursery centre. New first floor extension.	Nursery offering full day care with places for childen aged 6 months to 3 years; nursery class with places for children aged 3 – 5 years, after school care for children attending nursery classes at local Schools. Also provides family and health services.	Long waiting list for day care places. New first floor extension has enabled the Centre to expand places, and there is no room for further expansion on the site.
Regents Park Library, Compton Close, off Robert Street, NW1	Public library: Council-run service	Purpose built single storey building, including library, children's library and learning centre with 12 personal computers	Library, children's library, activities for under 5s, homework club, learning centre with providing free internet access and computer learning sessions	Due to council budget cuts, Regent's Park Library is set to close in 2013. Camden is currently working to consider future uses on the site
Samuel Lithgow Youth Centre, 69-75	Voluntary sector managed building which	Purpose built community centre on two floors.	Services are listed below	In 2008 Samuel Lithgow secured funding from the Big Lottery, from a S106 planning agreement, from the Council's capital funding pot and from charitable

Community centres and libraries: Regents Park Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**
Stanhope Street, NW1	provides a range of services for children and young people			sources to fund the construction of a two storey extension and the refurbishment of facilities within the existing building. This has now been completed.
Regents Park After School Club, Samuel Lithgow Youth Centre, as above	Regents Park after school club -- statutory service provided by LBC Play Service	Activities take place in the Samuel Lithgow Youth Centre – see Samuel Lithgow entry for buildings description	After school club Monday to Friday during term time and holiday project for children aged 4 – 12 years. Service is over-subscribed with high demand from working parents.	See comment for Samuel Lithgow Youth Centre
Regents Park Transitions Project, Samuel Lithgow Youth Centre, as above	After school club. Mainstream service provided by LBC Play Service.	Activities take place in the Samuel Lithgow Youth Centre – see Samuel Lithgow entry for buildings description	After school club for children aged 9 – 13 years.	See comment for Samuel Lithgow Youth Centre
Samuel Lithgow Youth Club, Samuel Lithgow Youth Centre	Voluntary sector Youth Club. supported by LBC Youth Service	Activities take place in the Samuel Lithgow Youth Centre	Youth Club for young people aged 13 - 19	See comment for Samuel Lithgow Youth Centre

Community centres and libraries in St Pancras and Somers Town Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**

Community centres and libraries in St Pancras and Somers Town Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**
Somers Town Community Centre 150 Ossulston Street NW1	Voluntary sector managed community centre	Purpose built centre comprising large halll (capacity 80), two smaller meeting rooms, café area, kitchen, offices.	Range of activities including Sure Start drop in for under 5s, baby café, after school club for 8 – 13 years, pensioners drop in and lunch club, adult education classes	Some recent improvements carried out, including improvements to the crèche facilities and main entrance onto Ossulton Street, but remaining areas need upgrading. The centre management committee is currently seeking funding for a new community café and improved entrance/reception area.
Hopscotch Asian Womens Centre, 42 Phoenix Road, NW1 *May now have moved to LBC-owned premises at 44,50 & 52 Hampstead Road?*	Voluntary sector managed family centre	Building arranged over four floors. No lift. Includes dining room, kitchen and nursery on basement and ground floor, training room, offices and meeting room on the first floor. Hopscotch lease the building from a private landlord..	Offers advice and family support particularly for Asian women and children. Nursery. The centre was originally established to meet the needs of Asian women and families, but is now open to people from all communities.	Building is unsuitable for its present use, with poor disability access. External and internal stairs make access difficult for families with young children. Single glazing and poor insulation. Small building footprint so there is limited scope for improving access arrangements or improving facilities. *Need to check current position*

Community centres and libraries in St Pancras and Somers Town Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**
St Pancras Community Centre, 30 Camden Street, NW1.	Voluntary sector-managed community centre (located just outside the study area)	Offices, main hall, bar, kitchen, rear hall, first floor hall, basement, storage.	Range of activities, including a lunch club, good neighbour scheme and other services for older people, a drop in club for families with under 5s, CAB sessions, and the St Pancras Youth Project.	The buildings are now 35 years old and the layout no longer meets current needs. Parts of the basement and damp and cannot be used. Planning permission recently granted for the Camden Street / Plender Street CIP project, where a new facility will be built on Plender Street with homes above, and the existing STCC site redeveloped.
Hill-Wood Day Centre, 1 Polygon Road, NW1 1QH	Day centre for older people (located just outside the study area)	Purpose built day centre for older people. Building owned by St Pancras Housing Association and leased to Age Concern Camden	Day opportunities for older people, including lunch provision, social activities, keep fit, Asian men's advice group, income maximisation group	Purpose built day centre. No apparent room for expansion within the site. This was an Age Concern (now Age UK) facility, which they are believed to have vacated at least a year ago.
Training Link, 54-56 Phoenix Road, NW1	Voluntary sector training and employment centre (located just outside the study area)	Occupy two shops units, housing a training room, an office and a small classroom.	Deliver a range of courses English for speakers of other languages, numeracy and literacy, introduction to IT, European Computer Driving Licence	The premises are relatively cramped and restrict the number and range of courses Training Link is able to offer, but no opportunity for expansion within the site.
Somers Town Community Sports Centre, 134 Chalton Street, NW1	Council-owned sports centre, managed by University College London (located just	Purpose built sports centre	Range of indoors sports facilities, including 5-aside football, short tennis, keep fit, self defence	Somers Town Sports Centre is due to become part of the enlarged Regent High School site as part of the Building Schools for the Future programme. It is intended that the Centre's facilities will continue to be available for community use as part of the extended schools programme.

Community centres and libraries in St Pancras and Somers Town Ward				
Organisation	**Description**	**Building**	**Services**	**Present condition/opportunity**
1RX	outside the study area)			
Plot 10 Play Centre, 128 Chalton Street, NW1	Voluntary sector managed play project (located just outside the study area)	Buildings consist of a one storey log cabin style play hut, three smaller huts used for activities and an adventure playground. The land is owned by the Council; Plot 10 own the buildings.	After school club for children of primary age, breakfast club, holiday play scheme, girls club, NVQ training. Big demand for services and waiting lists for after school club and holiday play schemes	Buildings are 30 years old, in poor condition and in need of major refurbishment or replacement. Building is located on open space, and there is limited opportunity to increase the amount of internal space available.
Somers Town Youth Club, Medburn Centre, 136 Chalton Street, NW1 1RX	Council-run youth club – service provided by LBC Youth and Connexions Service (located just outside the study area)	Youth club in converted school building, including main hall, weights room, café area, arts room, kitchen, IT suite with internet access.	Youth club open five nights a week for young people aged 11-21, counselling, music skills, sports activities.	Due to be relocated to a new building within the Regent High School (Regent High school) site as part of the planned expansion of school under the Building Schools for the Future programme.
Sure Start Children's Centre Euston, 45-47 Polygon Road, NW1	Council-run Children's Centre (located just outside the study area)	Purpose built centre on two storeys, including outside play area	Range of services for families with children aged 0-5 years, including advice sessions, drop-in services.	Modern purpose built centre

Euston Area Plan

Euston Area Plan Background Report

Appendix 9

Assessment of sites – provision for Travellers

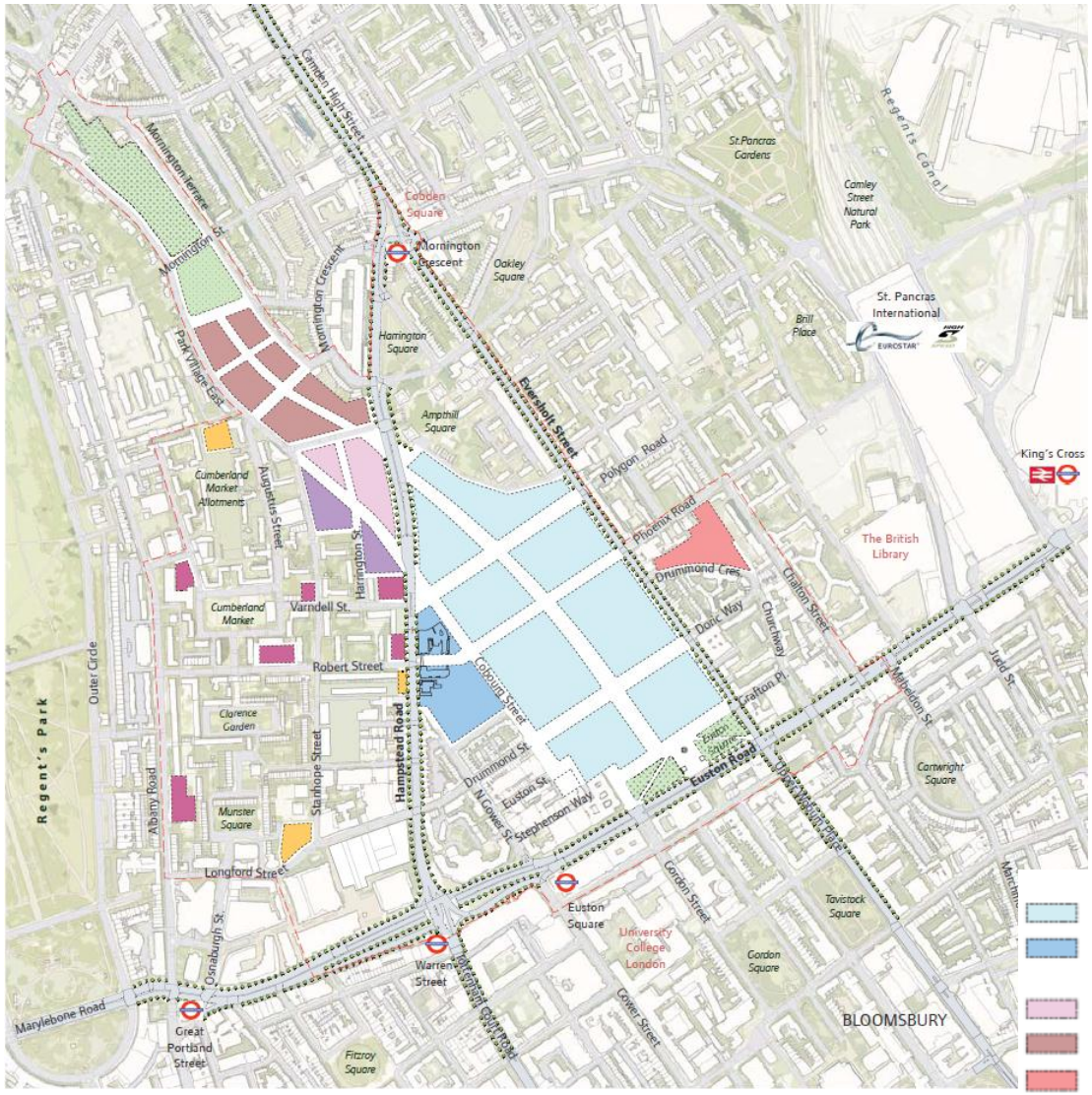
Assessment of potential use of EAP development sites for Traveller provision

The table below provides an assessment of the potential suitability of EAP sites (shown on map below) for traveller provision using the Camden Core Strategy criteria as follows:

Core Strategy criteria

a) provide a satisfactory layout and facilities in terms of pitches, hardstanding, parking, turning space, amenity blocks, open space and play areas;
b) be capable of connection to energy, water and sewage infrastructure;
c) be accessible to public transport, services and facilities, and be capable of support by local social infrastructure;
d) provide safe access to and from the main road network;
e) not cause harm residential amenity or the operational efficiency of nearby properties;
f) not cause harm to open spaces, Metropolitan Open Land, Sites of Nature Conservation Importance, woodland, water courses etc, and
g) incorporate appropriate landscaping to prevent harm to the character and appearance of the surrounding area.

EAP development sites



Site	Suitability comments	Core Strategy criteria						
		Layout and facilities (a)	Connection to utilities (b)	Public transport and services (c)	Road network access (d)	Residential amenity (e)	Open spaces and biodiversity (f)	Landscaping/ local character (g)
Euston Station and Tracks	Due to ground floor level operational rail requirements/ decking costs and development pressures traveller provision is not considered to be feasible here.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
(Euston Road)	(no development sites identified)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
North Euston Cutting	Due to decking costs, traveller provision is not considered to be feasible here.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Drummond Street/ Hampstead Road area sites								
132 Hampstead Road (Camden Site Allocations Site 10)	Identified in the Camden Site Allocation for mixed use development comprising permanent (Class C3) residential and employment uses. Unlikely to be feasible for traveller	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Site	Suitability comments	Core Strategy criteria						
		Layout and facilities (a)	Connection to utilities (b)	Public transport and services (c)	Road network access (d)	Residential amenity (e)	Open spaces and biodiversity (f)	Landscaping/ local character (g)
	use due to association with HS2 provision and associated constraints and development pressures.							
Former National Temperance Hospital (Camden Site Allocation no. 12)	Identified in the Camden Site Allocation for primarily residential development. Unlikely to be feasible for traveller provision use due to association with HS2 provision and associated constraints and development pressures.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Development block fronting St James Gardens	Would fail to provide active uses/ frontages in an important location adjacent to open space and Euston	Long, thin nature of site may not lend itself well to this.	Good potential.	Excellent accessibility	Safe access but congested roads	Unlikely to cause significant harm	Would fail to provide an effective frontage to adjacent open space	Would fail to provide active frontages in key location

Site	Suitability comments	Core Strategy criteria						
		Layout and facilities (a)	Connection to utilities (b)	Public transport and services (c)	Road network access (d)	Residential amenity (e)	Open spaces and biodiversity (f)	Landscaping/ local character (g)
	Station. May not be feasible given requirements relating to demolition of existing building and new open space provision.							
Regent's Park Estate sites								
Regents Park infill sites (x6)	Sites required for replacement of homes to be lost as a result of HS2.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Replacement housing for northern blocks (if considered necessary for redevelopment)	Development here would focus on redevelopment of housing blocks lost as a result of HS2. It is currently unclear whether housing in this area would need replacing, and therefore it would not be appropriate to identify this site until its future is identified more clearly. Also may not be feasible	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Site	Suitability comments	Core Strategy criteria						
		Layout and facilities (a)	Connection to utilities (b)	Public transport and services (c)	Road network access (d)	Residential amenity (e)	Open spaces and biodiversity (f)	Landscaping/ local character (g)
	given costs of demolition and rebuild.							
West Somers Town sites								
Drummond Crescent	Unlikely to be feasible due to central location, costs associated with demolition, potential use of the site to create a consolidated school site, and inefficient use of the site compared to existing employment use.	Restricted layout would make this very challenging	Good potential.	Excellent accessibility to public transport. Use for Traveller provision would prevent potential use for school consolidation	Safe access but congested roads	Unlikely to cause significant harm	Limited impact.	Would fail to provide an active frontage in an important location next to Euston Station
(Churchway)	Opportunities for the renewal/ intensification of Churchway Estate will be investigated working with the local community. Provision for Travellers in this location would not be feasible given	n/a	n/a	n/a	n/a	n/a	n/a	n/a

Site	Suitability comments	Core Strategy criteria						
		Layout and facilities (a)	Connection to utilities (b)	Public transport and services (c)	Road network access (d)	Residential amenity (e)	Open spaces and biodiversity (f)	Landscaping/ local character (g)
	costs associated with demolition, and would also render any intensification unfeasible.							

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