

Euston Area Plan Consultation workshop

26th September 2-4pm Hpod, Cumberland Market

Introduction

Richard Wilson (LB Camden) and Martin Scholar (GLA) project sponsors for the Euston Area Plan introduced the workshop, providing an overview of the purpose of the plan and work to date. Robert Latham, Chair of the Euston Community Forum and others questioned why the draft EAP was based around the new HS2 station designs (known as option 8).

Mary-Ann Lewis, Joint Euston Area Plan Project Manager for GLA, LBC and TfL, presented a summary of the context and work to date and the proposals for each of the seven character areas in the draft plan.

Attendees were then asked to discuss the principles for the areas in the draft EAP around the following headings: uses, design, transport and environment in two sessions. The first session focused around the station area, as this was the area of most interest/concern for many, and the second session focused on other character areas of concern to the group. The issues raised are copied below and these will be taken into consideration in the revision of the draft EAP during the coming months.

Summary of key issues:

- The EAP should be flexible and include options for station design, baseline, existing footprint and current HS2 station design should that be progressed
- Affordability of new business space and impact on existing businesses of any new retail

Group discussion 1: Euston station and surrounds

Group 1 – key discussion points

Uses

- Food and drink 50% is this the right proportion? – concerned about impact on Drummond Street
- Lettings for local businesses and space for businesses in new development should be priorities
- Concerned about increases in rent due to new development and high rents in new development itself
- Create space for small community businesses/shops etc.
- Proportion of affordable housing should be higher and should be truly affordable - social housing rent
- Concern about selling housing off plan
- Do we need office space here?

- Would welcome knowledge space and research

Design

- Present station footprint design option should be allowed for in the plan
- Allow other options for station design
- Euston station at the moment can't be seen because of the buildings at the front – redevelopment should improve this
- Friends House support the Doric Arch being put back
- The station facade and arch should look good
- Bring railway lines right up to gardens and build below ground to reduce landtake around the area

Environment

- Design should be sustainable – heating for affordable units in local area
- Restore the gardens – pollen pathways through London

Transport

- Road closure at Euston Road is a key issue – the road itself needs to be improved
- Connections to the north and entrances to allow people to move around more readily
- Taxis dropping off in Drummond Street is a big issue, how will it affect the businesses here? Businesses need to keep access at the end of Drummond Street
- Need to link Euston Station with Euston Square station
- Sign posting to help people move around the area is important
- Bus - people support moving it from its current location
- Want bus stops not a station
- Don't agree with buses stopping on the Euston Road – there are mobility issues with people wanting to be able to readily access the buses from the station

Group 2 – key discussion points

Uses

- Taxis/buses within the footprint of the station
- Retail – local retail into new station- walk from station to Drummond street
- Bend it towards local retail
- Community based retail and industry in keeping with surroundings
- Concentration onto the station itself and along Eversholt Street
- Homes Affordable housing – chronic shortage
- AH comes with upfront costs
- HS2 needs to take the hit and provide more AH
- Loss of homes from Baseline to Option 8
- What about a mosque
- Should have three options in the plan – No HS2, option 1, option 8

Design

- Integrated station rather than one added – go back to plan 1
- Impossible to assess as the reality of Hampstead Bridge is not known therefore it can't be reflected in the plan
- Deck over to provide new open space
- Must create value to deliver the decking
- Any loss by HS2 or replacement housing should be replaced
- Design aspirational akin to Kings Cross

Environment

- Local schools don't know new school is planned
- Round and over the bridge is positive to break barriers between RPE and elsewhere

Transport

- Should be contained
- No parking spaces will be replaced
- New school proposed to take increase in children's places
- People will not want to walk through the station
- Drummond street doesn't work as a route through the station
- Drummond Street does not want to be pedestrianized – wants to take vehicles
- Access to Drummond Street and no taxi rank

Session 2: Other areas

Table 1 – AMPHILL AND OTHERS

Uses

- Housing provided – social housing needs to be maximised A
- Open space is sacrosanct A
- Camden cutting – want to keep it open or if decked over put open space on it only
- Need to keep community

Design

- Ampthill has been renovated and the key concern of residents is security. It is a gated space. There is an issue with locks sometimes.

Environment

- Lancing Street - there are environmental issues and misuse, It will be good to open up Churchway to help
- Permeability v security
- Green space – don't let it turn into a dog toilet

Transport

- Eversholt Street/Polygon Road A
- > gradient of bridge at the back of the station A
- >road not to become as a rat run
- Taxis and diesel/Idling on road bridge A
- Buses along Eversholt Street are of key concern > don't want buses on this street A+C
- Design of streets > shared space @Euston Road residential spaces
- Blue bay parking

Table 2 – Regents' Park estate

Uses

- 216 units – all low cost housing
- Nash Terraces – complete barrier
- TA halls – move to Rothay- not a good location due to children
- Hall could be used more
- Use Cumberland Square more + plus a new building
- Albany police station- what about it?

Design

- Industrial heritage should be protected
- Euston arch – may be something new/modern

Environment

- Do not use open space to respond to replacement housing +further open space to respond to development
- Protect and improve open spaces
- Open space is located with blocks – not just public open space. Open space should be replaced and not cost- ensure good design
- Reluctance to develop all the way up to Parkway other than open space
- Needs to be balanced in terms of what you can afford and give something back to the community
- Decking over to reduce noise impact is a good idea if dealt with sensitively
- No increase in pollution levels as part of HS2
- Cross rail 2 –Station not fixed yet – will be horrendous impact – will have to be large on the scale of Cross rail 1
- Hs2 and CR2 should not be dealt with in isolation

Transport

- Way finding in RPE – better for older people – easier way to access Eversholt Street
- New bridge between Mornington Cres. And Park Village
- Euston Road – existing facilities for buses away from residents. Moving it does not out way –ve impacts for local people
- Copy form in Euston Square
- EUSTON ROAD BARRIER- real opportunity to sort out the barrier is poss.
- All red phase for people to cross- balance needs to shift towards people
- Underground link to Euston Square managed by TfL – take walking traffic of Euston Road

Appendix 1:

Attendee list

Name	Organisation
Robert Latham	Chair, Euston Community Forum
Tim Stockton	Pan Camden HS2 Alliance
Steve Smith	Cumberland Market Residents' Association
Andrew Dismore	Labour London Assembly Member for Barnet and Camden
Representative	Park Village Residents Association
Jean Hurman	Regents Park Tenants and Residents Association
Sue Williamson	Regents Park Children's Centre
Paul Grey	Friends House
Tom French	Derwent London
Dorothea Hackman	St Pancras Church
Fran Heron	Ampthill Square Tenants Residents Association
Mohammed Salique	Bengali Workers Association/ Drummond Street Traders' Association

Appendix 2:

Worksheets

Euston Area Plan
 Consultation Workshop | 26th September | 2pm - 4pm | Hpod, Cumberland Market

EUSTON STATION

Issues

- food & drink 50% - is this right? Concerned about impact on Drummond Street
- lettings for local businesses & space for businesses in new development
- rent - high rent
- make it small community businesses/shops etc.
- proportion of affordable housing = higher → social housing want
- concern about selling housing off plan
- do we need office space here?
- Would welcome knowledge space & research

Design

- present footprint option needed
- allow other options for station design
- Euston Station - can't be seen
- provide these upper level arch being put back
- buildings @ front should go
- me level
- facade + arch should look good
- bring railway lines right up to gardens → build below ground

Environment

- sustainable - waiting for affordable units in the local area
- restore gardens - pollen pathway through London

Transport

- street design @ Euston @ the big roundabout need to improve
- connections to the north & south to allow people to move around
- too drop off on Drummond Street = big issue
- how effect the businesses here
- & access @ end of Drummond Street want to keep
- open up need to link Euston station with Euston Square station
- sign posting
- bus support moving it from its current location
- want bus stops not a station → don't agree with bus stops on road → mobility issues

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Euston Area Plan

Issues

HS2 & funding

- HS2 - not built/built within footprint of station. HS2 - not built
- Retain - local retain into new station within the section.
- Work from behind to Drummond St -
- Band of houses local retain! - retain operator - a provision for
- Can be used to retain + work in keeping with surrounding
- Concentration on the section itself, + along Drummond St itself.
- PHASES - proportion of ATT - chronic shortage.
- ATT comes with upfront cost
- HS2 need to take the hit and provide more ATT.
- loss of houses away from the baseline in option 8
- + 40% reduction on jobs.
- will 40-50% of development potential with option 8.
- 3 options - no HS2
- option 1 -
- option 8
- Thought about a workshop.

Design

- Integrated Station rather than overlaid onto the other
- go back to plan 1
- Impact is assess because reality of financial envelope is not known. ∴ can't be included in the plan.
- look over to provide new open space.
- Must create value to deliver the docking.
- Any loss by HS2 or replacement housing sector be explained.
- unacceptable design aspirational akin to KX.

Environment

- Local schools don't know how school is planned.
- round off the end of it path to make home
- bl'n RPE and elsewhere.

Transport

- Should be all contained.
- will be
- NO parking spaces will be replaced @ Drummond.
- New school proposal - can't existing schools take increase in children place.
- The plan will not want to walk through the street in
- Drummond St doesn't work as a walk to the station.
- Drummond St does not want to be pedestrianised
- want it to have vehicles.
- Access into Drummond St @ no rail ramp.

AMPHILL (A) & Others

(A) Housing provided → social housing needs to be maximised

(A) Open space is Sainsbury street

Common cutting → development within cutting → drive with cutting being developed over. want to keep it open.
 → or could you keep pt open space on the side only

→ Keeping the community.

Amphill has been renovated & key concern of residents is house security → gated space = key to manage space

→ issue with locks sometimes

→ 3 options for station design = essential

→ Make sure its clear option B = ~~not~~ supported.

→ protect L1 listed Buildings

Environment / Lancing St - environmental issues → misuse good to open community to help permeability vs security

→ green space → don't let turn into dog trials

Transport / Eversholt St / Myson Rd junction (A)

→ gradient of bridge @ back of the station (A)

→ road not being used as a rest area

Taxis & diesel / idling on road bridge (A)

→ Buses along Eversholt Street are of key concern → don't want buses up this street (A & C)

→ po design of streets → shared space @ Euston Rd residential spaces

→ Blue ~~bus~~ parking

APE. - 216 built - all low cost housing. North Terrace - complex barrier.

1st rail - more in railway - not good location. due to rail would be used more.

Use Cumberland square used. + a new building? Albany St. private station

Industrial heritage should be preserved Euston Arch - way to formulating new / modern

TS2 / TS22 should not be dealt with in isolation

→ not - will provide positive performance.

do not use open space to respond to up income housing

+ further OS to complement development. protect + improve open space.

open space + to work with blocks should be placed and not lost → future good design.

- reluctance to develop all the way up to Parkway - not other than open space. to needs to be balance in terms of what you can afford.

like something back. to community.

checking over to reduce noise impact if a good idea if dealt with sensitively.

New RPE / New Parking - best suited for older people - older way to around street

New bridge b/w rail & road cars. of park village could be kept bridge flat.

ELUTION - cutting parking for bus and away from residents

Moving up it does not away - vs impact for wheelchair people.

COPY RESURFACING OF EUSTON SQUARE FORMULATED.

EUSTON RD BRIDGE - Real opp. to set out the banner if poss.

- All road plans for people to cross - towards people. NO INCREASE in pollution levels as part of TS2.

Underground link to Euston square managed by TR.

will keep noise impact will have N to 10/11