

## Euston Area Plan Examination

### Matters, issues and questions for the Hearing sessions

### Matter 5 Community Regeneration – EAP Team Responses

*Question 5.1: Does the Plan effectively meet its first Objective of 'Prioritising local people's needs' and in particular by ensuring that homes, businesses, schools, community facilities and open space lost or displaced by HS2 are successfully reprovided?*

5.1.1 It is considered that the plan effectively meets its first objective to prioritise local people's need and respond to the impacts of HS2 on local residents, businesses and facilities, in setting out a longer term planning framework to complement the more short term mitigation work being undertaken by Camden Council and HS2 Ltd, which will continue to develop through the Hybrid Bill process. Key ways in which the aims of EAP Objective 1 are addressed in the Plan are set out below.

#### **Housing re-provision**

5.1.2 There would be 216 (mainly affordable) homes lost as a result of HS2: the EAP therefore provides a planning framework for the delivery of replacement homes. Section 3.2 Land use strategy (Homes) sets out this approach, and states that priority will be given to housing re-provision sites (see EAP page 36).

5.1.3 Potential housing replacement sites are identified in Regent's Park Estate as an integral part of Development Principle EAP 5 (see also the inset plan on p99, which identifies potential re-provision sites marked 'A'). The whole of Regent's Park Estate is identified as an area for reprovided and new housing due to its proximity to the homes that would be lost, and the potential of the estate to accommodate infill homes. Further potential housing sites are also identified in Amptill Estate, which could be used as replacement homes if the timing of the construction of HS2 allows or if further infill opportunities in the estate are identified (see Development Principle EAP7).

#### **Business premises**

5.1.4 Up to 28 business premises would be lost as a result of HS2, as well as ongoing construction impacts. Strategic Principle EAP1 allows for up to 280,000 sq m employment floorspace (including replacement floorspace) to be provided at Euston, as well as significant new retail provision. Page 40 of the EAP states that, as part of this provision, priority will be given to smaller business spaces to replace existing businesses displaced due to HS2 construction, provided at initially discounted rates in new development where appropriate and feasible.

- 5.1.5 It should also be noted that compensation for displaced businesses will be provided as part of the statutory compensation code. A range of other short term measures (such as business support) are also being sought by Camden as part of the measures to be agreed through the HS2 Hybrid Bill process.
- 5.1.6 The EAP also provides support for remaining businesses that could be affected by HS2. In particular, the EAP places a strong emphasis on protecting and promoting Drummond Street neighbourhood centre, and reconnecting the street as an east-west link through Euston Station redevelopment.

### **Schools**

- 5.1.7 Maria Fidelis Lower School is located adjacent to the main HS2 construction compound. There is also a long standing aspiration to consolidate the school with the upper school at Drummond Crescent. The EAP therefore supports the relocation of the lower school to Drummond Crescent prior to the start of construction activity to avoid unnecessary disturbance to pupils. See EAP sections 3.2 and 4.7 for further details.

### **Community facilities**

- 5.1.8 The Silverdale Tenants' Hall is located within the proposed footprint of HS2. Section 3.2, page 44 of the EAP [as proposed to be amended] refers to mitigating the loss of Silverdale tenants' hall through HS2 working with Camden Council to re-provide it in an appropriate location. The detailed approach to the mitigation of Silverdale Tenants' Hall is to be determined through the HS2 Hybrid Bill.

### **Open Space**

- 5.1.9 HS2 would result in:- i) the loss of the entire St James's Gardens during construction and the permanent loss of a significant portion of the gardens following construction; ii) the permanent loss of Hampstead Road open space; and iii) the temporary loss of other spaces (such as Euston Square Gardens) during construction. The EAP identifies a potential location for replacement open space on the current Maria Fidelis school site, after it is vacated by the school (see *Schools* above) as it is located adjacent to St James's Gardens, and considered to provide a highly appropriate replacement in terms of scale, form and location. The EAP also promotes the provision of a larger new open space on the northern part of the North Euston Cutting, subject to funding availability.

*Question 5.2: How will the Plan secure the delivery of major new social infrastructure assets that are identified to meet the needs of new and existing communities?*

- 5.2.1 Strategic Principle EAP1 of the Euston Area Plan states that "*Education, health and other community facilities should be provided to support new development and reflect*

*local priorities and needs*". Developments would therefore be required to provide new, or contribute towards, improved community facilities as appropriate through Section 106 agreements and/ or CIL payments, as appropriate.

5.2.2 Key social infrastructure assets that are identified in the Euston Area Plan are set out below, along with details of delivery.

### **Health provision**

5.2.3 The detailed nature of health provision to be determined at the planning application stage, when the extent of need generated and health provision context at the time is known.

- Financial contributions towards enhancements to/ increased revenue costs for existing health facilities would be secured through Section 106 contributions and/ or Community Infrastructure Levy (CIL).
- Any new health facilities would be sought as part of mixed use developments, to be secured through Section 106 agreements.

### **Education: primary school provision**

5.2.4 Up to 4-5 forms of entry will be required to meet demands created by potential housing growth identified in the EAP, to be provided for as follows:

- Proposed new two form of entry school on the North Euston Cutting site: this would be delivered as part of the North Euston Cutting development and provision would be secured as part of a Section 106 legal agreement. A financial contribution towards provision would be also secured from development on Euston Station and Tracks site.
- Additional primary school provision, where needed, could be delivered through the expansion of existing schools, or the delivery of an additional school as part of mixed use development (to be determined as the scale of future development is better known):
  - Expansions of existing schools are likely to be delivered by Camden Council, potentially managed as part of its Community Investment Programme. For example, as part of its Somers Town Community Investment Programme, Camden is currently working with the local community to develop proposals for the redevelopment of Edith Neville Primary School.
  - If the need for a new primary school is identified, delivery could be funded through Section 106 and/ or CIL funding. Under current legislation, local authorities cannot open their own new schools and there is a presumption by the Department for Education that any new schools will be Academies/Free schools. The approach to delivery of any new school(s) would therefore be subject to the detailed nature of proposals as they came forward.

**Public open space**

- 5.2.5 The EAP proposes the following new open spaces in order to meet the needs of existing and new communities:
- **Maria Fidelis Lower School site:** it is anticipated that the Maria Fidelis Lower School site will be vacated prior to the start of construction works for HS2. The EAP therefore proposes the provision of a new open space on the site following vacation to replace open space lost as a result of HS2. HS2 Ltd is assisting Camden Council with this. However, if appropriate replacement open space can be delivered elsewhere in the area, or if a smaller footprint station redevelopment is progressed, the Maria Fidelis site would be appropriate for housing led mixed use development, if the school is still relocated.
  - **North Euston Cutting (southern, smaller open space):** The EAP proposes a new open space as part of the North Euston Cutting development, which is shown adjacent to the proposed site for a new school and secured through a Section 106 agreement
  - **North Euston Cutting (larger open space to north):** the EAP also encourages the provision of a larger open space above the railway tracks on the northern part of the North Euston Cutting, if funding can be secured. It is anticipated that this would come forward alongside the construction of HS2 and adjacent development in order to meet the needs of the additional development. Funding for this may be sought from a range of sources, including HS2 Ltd/ Network Rail; other Government sources; and Section 106 and/ or CIL payments.

North Euston Cutting

*Question 5.3: Does Development Principle EAP3 and the accompanying illustrative masterplan at Figure 4.4 provide the right framework for the regeneration of this area, in the context of its location between two Conservation Areas?*

- 5.3.1 The EAP proposes housing-led development and significant open space on the North Euston Cutting in order to make better use of currently under-used land. The Euston area is considered to be an appropriate location for the provision of housing, given its growth area designation, central London location and excellent public transport accessibility as well as the potential to contribute towards Camden’s pressing need for new homes. It is essential to ensure that any potential development is planned for now, so that engineering works associated with the railway can facilitate development.
- 5.3.2 Until the turn of the 20<sup>th</sup> Century, housing lined both sides of the railway (i.e. on the east side of Park Village East and the west side of Mornington Terrace). Works to enlarge the railway cutting in 1900-1906, involved the demolition of housing on either side of the original cutting. The Conservation Area Statement for Camden Town

(document CG5) notes the townscape harm caused by the creation of the current open cutting area:

*“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.”*

- 5.3.3 The introduction of new development above the cutting is therefore considered to be appropriate in terms of historic context, provided that the scale and form of development is sensitive to this context.
- 5.3.4 The building heights proposed for the North Euston Cutting (see Figure 3.4 of the EAP, page 50) seek to respond to the conservation area context of the area, with taller buildings (9-10 storeys) towards the south, where larger scale buildings predominate, stepping down to provide lower buildings (up to 4 storeys/ 5-6 storeys) to the north, to respond to a finer grain, historic context.
- 5.3.5 In response to community concerns made in relation to the draft Euston Area Plan (July 2013), additional text was added to the proposed submission version of EAP to ensure that full consideration is given to the impact of any development on the surrounding built and heritage context (see Design text, page 89).
- 5.3.6 The EAP seeks to maximise the provision of open space above the railway cutting and has been amended (since the July 2013 draft EAP) to place a stronger emphasis on providing a larger open space to the northern end of the cutting, as well as proposing to integrate open space within housing development to the southern end of the cutting.
- 5.3.7 It is therefore considered that the EAP provides the right framework for the regeneration of this area, providing an appropriate balance of housing and open space, whilst seeking to ensure that development responds to its sensitive historic location in terms of form and scale.

#### Drummond Street and Hampstead Road

*Question 5.4: Does Development Principle EAP4 and the accompanying illustrative masterplan at Figure 4.5 secure the protection and enhancement of this area as a neighbourhood centre?*

- 5.4.1 The Euston Area Plan seeks to provide a long term planning strategy for the protection and enhancement of Drummond Street as a neighbourhood centre and an attractive townscape. In addition to these longer term measures, Camden Council will seek to work with HS2 Ltd to develop a range of mitigation measures to protect and maintain the vitality and viability of the street during HS2 construction, and is petitioning the HS2 Hybrid Bill to seek to ensure appropriate mitigation measures are

secured, as current measures set out in the Bill/Environmental Statement are not considered adequate.

5.4.2 Key measures identified in Section 4.4 of the EAP include:

- Reconnecting Drummond Street with the station and communities to the east by seeking a through-route to and from Drummond Street as part of new station design;
- Maintaining and respecting prevailing building heights and scale and ensuring that ground floor retail units reflect the fine grained nature of the street;
- Encouraging shopfront enhancements and supporting refurbishment works to reverse inappropriate alterations to otherwise attractive buildings;
- Provision of public realm improvements to Drummond Street;
- Seeking to manage potential harmful increases in traffic movements through appropriate traffic management measures. In response to concerns from the Drummond Street Traders Association regarding the need to preserve the street as a through-road, the EAP team has suggested the following change to the proposed submission EAP:

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

- Seeking to prevent further loss of ground floor retail units unless justified on viability grounds, whilst providing support for additional food and drink uses; and,
- Application of flexibility in relation to applications for ‘meanwhile uses’ during the construction of HS2.

5.4.3 These measures together provide a framework to protect and enhance Drummond Street as a neighbourhood centre, building on existing strengths to take opportunities that may arise out of the redevelopment of Euston Station whilst seeking to minimise potential negative impacts. In terms of the delivery of public realm improvements, revised wording to address HS2 representations is set out in Schedule EAP 6.1 pages 10 and 11 and have been agreed in principle by HS2 with minor amendments to be set out in a Statement of Common Ground.

Regent's Park Estate

*Question 5.5: Does Development Principle EAP5 and the accompanying illustrative masterplan at Figure 4.6 successfully address the impact of HS2 construction upon this area, including the provision and re-provision of social infrastructure?*

- 5.5.1 The key impacts on Regent's Park Estate arising from HS2 relate to the loss of housing, open space, and the Silverdale Community Hall, as well as noise and disturbance during construction.
- 5.5.2 **Loss of housing:** 191 homes in the Regent's Park Estate (of which 128 are social rented) are within the HS2 safeguarding area. The EAP therefore identifies a number of infill sites (marked 'A' on the inset plan on p100 of the EAP), which would provide capacity for 130 replacement social housing units, as well as identifying the estate as being an area for potential further housing infill.
- 5.5.3 To provide assistance to affected leaseholders, the EAP [as proposed to be amended in response to HS2 comments] is proposed to state that *"As part of the additional housing provision through infill and renewal sites in existing housing estates... Camden Council will seek to make additional intermediate and private housing delivered in the Euston area available for potential purchase by leaseholders who will lose their homes as a result of HS2"*. (pages 8 and 9 of document EAP 6.1)
- 5.5.4 The living environment in housing blocks adjacent to the HS2 safeguarding area is likely to be affected. The EAP therefore indicates a potential layout for replacement housing in this area (marked 'C' on the inset plan on p100 of the EAP), if redevelopment is considered necessary. However in order to address HS2's representation, revised wording to clarify the process for determining impact of the HS2 project has been agreed (see page 12 of document EAP 6.1).
- 5.5.5 **Loss of open space:** Hampstead Road Open Space would be lost as a result of HS2. In addition, the provision of replacement housing in Regent's Park Estate would lead to the loss of some undesignated open space on the estate. To help address these impacts, the EAP seeks the provision of an estate-wide open space strategy (see page 102) to accompany the provision of infill development.
- 5.5.6 **Loss of Silverdale Tenants' Hall:** the approach to the mitigation of Silverdale Tenants' Hall is to be determined through the HS2 Hybrid Bill, and if physical re-provision is agreed, then this could be accommodated as part of mixed use development as appropriate in the Euston Area. Revised wording to address HS2 representations are set out in Schedule EAP 6.1 pages 19 and 20 and have been agreed in principle by HS2.



Amphill and Mornington Crescent Station

*Question 5.6: Does Development Principle EAP6 and the accompanying illustrative masterplan at Figure 4.7 provide the right framework for development in this area particularly in the context of identifying sites for short term development?*

- 5.6.1 Development Principle EAP 6 seeks to take opportunities for public realm works and new development to enhance the accessibility, legibility and local environment in the area, and to secure new infill housing to address housing needs/replacement housing requirements. The comprehensive framework approach is considered appropriate.
- 5.6.2 Key measures include the use of proposed new development to provide more active frontages and enhance legibility around Amphill Estate, and enhancements to the setting and accessibility of Harrington Square, which is currently subject to severance caused by the surrounding road system.
- 5.6.3 The supporting text also seeks to balance legibility and accessibility improvements with “ensuring safety and security of residents is not compromised” (page 106, under ‘Reinstating the historic street pattern’). This was added following comments received on the draft EAP, which highlighted that the need for new housing should be balanced with the need to consider security issues.
- 5.6.4 The proposed development blocks at Amphill would also help to enhance community safety by providing overlooking of existing and new public streets and spaces.
- 5.6.5 The proposed blocks shown in Figure 4.7 are likely to be bought forward in the longer term or, if the need is identified and delivery can be bought forward in part (where not needed for HS2 construction), could deliver new homes in the short term to replace those lost as a result of HS2. There may also be further infill opportunities here, which would need to be explored with residents.

West Somers Town

*Question 5.7: Does Development Principle EAP7 and the accompanying illustrative masterplan at Figure 4.8 provide the right framework for development in this area, particularly in respect of the renewal/intensification of the Churchway Estate and the enhancement of Eversholt Street?*

- 5.7.1 Development Principle EAP7 seeks to ensure that the redevelopment of Euston Station is accompanied by appropriate measures to enhance the surrounding environment, and connectivity with St Pancras and King’s Cross to the east whilst also requiring impacts on local residents to be minimised. It also provides a



framework for wider change in the area, for example the provision of a consolidated Maria Fidelis School site, and enhancements to Chalton Street market.

- 5.7.2 As part of its wider Community Investment Programme work, Camden Council will assess whether there may be the potential to deliver additional homes on Churchway Estate through redevelopment, in consultation with local residents. However, no decisions regarding the future of Churchway have been made therefore the EAP seeks to acknowledge this wider investigative work. However in the meantime, revised wording to address the potential loss of the playground at Churchway due to the HS2 project has been agreed with HS2, and is set out in document EAP 6.1 at page 12.
- 5.7.3 Eversholt Street currently suffers from a relatively poor environment due to the long blank façade provided by the eastern flank of Euston Station. The EAP seeks to ensure that a redeveloped Euston Station includes a significantly enhanced active ground floor frontage on the western side of Eversholt Street.
- 5.7.4 The EAP seeks significant public realm improvements to Eversholt Street in order to provide for, and mitigate, onward movement from the station, and to allow the street to meet its full potential to provide an attractive north-south route and commercial hub.