

Euston Area Plan Examination

Matters, issues and questions for the Hearing sessions

Matter 7 Environment, open space & public realm – EAP Team Responses

Question 7.1: How will the Plan deliver the principles contained in Strategic Principle EAP4 in the context of the overall Development Strategy and the planning regime for the construction of HS2?

- 7.1.1 The principles contained in Strategic Principle EAP4 will be delivered through a variety of measures, which have been set out below for each element proposed.

Decentralised energy network

- 7.1.2 The potential to implement a decentralised energy network at Euston has been demonstrated by a high level energy masterplanning exercise (document EED5) which was based on the delivery of the lower end of the home and employment floorspace provision in the plan. If a higher level of development came forward this would strengthen the viability of delivering a decentralised energy network in Euston.
- 7.1.3 The key mechanism for securing the local energy network will be through maximising opportunities presented by new development to support a local energy network. This will be an additional viability consideration for the over site development above the station and other developments in the plan area. The HS2 Hybrid Bill does not currently consider the potential for supporting/facilitating a decentralised energy network. However it is anticipated that a local energy system could be developed as part of over site development (OSD) above and around the station and adjacent developments and therefore would be bought forward outside the HS2 Hybrid Bill process. The potential layout of this system and indications of how it can connect proposed developments throughout the area is illustrated in figure 3.7 on page 61.
- 7.1.4 The level of guidance provided in this section is considered appropriate, given the scale of development which is likely to come forward in the Euston area. The long timescales involved make it even more important for the EAP to set a strategic direction and to provide an overarching illustrative energy masterplan to shape future developments in the area and ensure this ambition is factored into proposals at the earliest possible stage.

Surface water flood risk

- 7.1.5 The plan seeks to reduce the amount of surface water flooding in the Euston Area through a range of measures and these are set out in Strategic Principle EAP 4, part B. The Environment Agency note their support for both parts B and C of the policy. However they requested an amendment to the text on page 62 under “Water” to reference the evidence that the Euston area is at risk of surface water flooding. To respond to these comments the EAP team have suggested amending the wording to refer to Camden’s Flood Risk Management Strategy (2013) and the need to regard the recommendations in this and any future national or local SuDs standards in assessing future development proposals (see document EAP 6, Schedule of Representations, page 34).
- 7.1.6 The plan will seek to secure the reduction of surface water flooding through requiring new development to incorporate measures set out at (B) of Strategic Principle EAP4. These include on site measures such as the inclusion of Sustainable Urban Drainage Systems (SuDS), the requirements for which are set out in Camden’s Development policies document under policy DP23, Water. The plan also seeks the provision of green infrastructure which helps to reduce the potential for surface water flooding by naturally soaking up rainwater and run-off into vegetation, soil and eventually the groundwater.

New open spaces and enhancements

- 7.1.7 Section C of Strategic Principle EAP4 requires new development to support the provision of new open spaces and/or to make enhancements to existing spaces. The policy identifies examples of open space provision to include not just new open spaces, but also green streets/public realm and green roofs/walls. The framework for open space provision and re-provision is set out on page 63. This prioritises the re-provision of open space and biodiversity lost as a result of HS2.
- 7.1.8 The plan states that replacement open space should be at least equivalent to the open spaces lost in terms of quantity, quality and location and on or around the Euston Station site, and also supports the provision of temporary open space, allotments or play space on vacant sites nearby to help mitigate the use of open space to construct HS2.
- 7.1.9 HS2 Ltd’s representations relating to section 1.4 of the plan, where the relationship between the EAP and the HS2 Hybrid Bill is set out, are also worth considering in the context of this section. This is because the re-provision of open space lost as part of the HS2 project will be decided by the HS2 parliamentary process. Camden Council and other parties are entitled to petition the HS2 Bill, for example, on the location and type of open space re-provided as mitigation. Therefore the aspirations set out in the EAP with regard to mitigation, may act as evidence or a policy basis for Camden Council/GLA or TfL petitioning.
- 7.1.10 In terms of new and improved open spaces and green infrastructure, the EAP prioritises the provision of the maximum reasonable on-site public open space and green infrastructure. The EAP recognises that some of the constrained urban sites

are likely to find it challenging to meet the full open space requirements for new developments set out in Camden and London Plan policies. Text on page 64 (first column, last two bullets) suggests other mechanisms that may be appropriate where full open space requirements cannot be met on site. This therefore ensures that the EAP framework is realistic and flexible, recognising that the nature of development and the considerable constraints in some parts of the plan area. The plan does however set an ambitious overall framework for open space provision/reprovision, which seeks to connect existing and new parcels of open space through a green link network, see figure 3.8.

Ultra Low Emissions Zone

7.1.11 In response to projected high levels of harmful air quality pollutants in the area (beyond 2020) Transport for London (TfL) identified the potential to establish (or extend) an Ultra Low Emission Zone (ULEZ) around Euston Station. This would require all vehicles driving to or from Euston Station to meet an ultra low emissions requirement (yet to be defined but with the aspiration to accelerate the uptake of zero emission capable vehicles, such as electric). The EAP reflects this potential through requiring the investigation of an ULEZ at Euston. This is a medium term aspiration, and given the ongoing air quality issues around Euston Road, it is considered important to progress this – particularly as levels of human exposure are likely to be high taking into account projected passenger numbers.

In February 2013 the Mayor of London announced a proposal for a central London ULEZ scheme which would cover the same area as the Congestion Charging Zone and would, subject to consultation and Mayoral approval, be introduced by 2020. Although the central London ULEZ proposal is still being developed, its eventual form will influence the proposal for Euston. A public consultation on the central London ULEZ proposal will be held later this year. TfL would be responsible for implementing the central London ULEZ and therefore, subject to TfL priorities in the next few years, it is reasonable to include the aspiration for an extension or a smaller scale zone at Euston to be a deliverable project in the EAP area. Camden Council has already expressed interest in extending the central London ULEZ proposal.

Question 7.2: How does the Plan address the significant permeability and public realm issues across the Plan area, and should the Plan set out a more conspicuous and cohesive Public Realm Strategy for the whole Plan area?

7.2.1 The plan seeks to deliver significant improvements to permeability and the public realm in the area in a cohesive way. The Vision for the Euston area in 2031 (p3) seeks a network of clear and convenient streets, highlighting the importance of new and improved links through, above and around a redeveloped Euston Station and enhancements to accessibility on Euston Road. Plan objectives 4, 7 and 8 all seek improvements relating to permeability and the public realm and these have informed the approach to the urban design strategy, transport strategy, environment strategy and the area based development principles.

7.2.2 Enhanced permeability and public realm is a thread that runs through the whole EAP reflecting its importance to the regeneration of the area. The overall strategy of the EAP (see page 32) sets out the key spatial elements of the EAP vision and objectives, including enhancing connectivity across the study area, in particular east-west links between Regent's Park, Euston, St Pancras and King's Cross. The accompanying overall spatial concept masterplan in Figure 3.1 (and the design strategy diagram in Figure 3.3) show key future routes through the whole study area.

7.2.3 Together, the Overall Strategy and Figure 3.1 provide the spatial framework for the strategic principles in Section 3 of the EAP, and the individual measures identified in Section 4.

7.2.4 The EAP strategic principles continue a high level emphasis on connectivity, and integrate it with area-wide principles relating to design, transport and environment and open space:

- Strategic principle EAP2 (Design) establishes improving connectivity and transforming the public realm as key design issues to be addressed by development proposals and figure 3.3 clearly illustrates new routes and street environment enhancements being promoted by the plan;
- Strategic principle EAP3 (Transport) part B identifies measures to promote walking and cycling as the first element of its approach to mitigate HS2 and support growth. Figure 3.5 highlights the new and enhanced walking and cycling links and road crossings the EAP is seeking. The supporting text (page 54) highlights that public realm improvement projects associated with works around Euston Station offer a unique opportunity to address long standing accessibility issues in the Euston area, and to enhance connectivity with the wider area;
- Strategic Principle EAP4 (Environment and open space) seeks green streets and other public realm measures as part of its approach to enhancing green infrastructure across the Euston area. Figure 3.8 shows the new and enhanced routes as being greened. The routes shown reflect those identified in the overall strategy illustration and the strategic principle illustrations noted above.

7.2.5 Key individual measures to enhance the public realm and connectivity are provided under the development principles in Section 4 of the EAP. These add local detail to the overall spatial concept masterplan shown in Figure 3.1, and are set out below:

- Development Principle EAP1 (Euston Station and Tracks) sets out the proposed approach to addressing the major permeability and public realm issues currently caused by Euston Station and tracks. Figures 4.1 and 4.2 show how enhanced connections and new public squares could be provided across the site, linking in with the wider connections shown in Figure 3.1, and show how this could be achieved under a range of potential station design scenarios.
- Development Principle EAP2 (Euston Road) and supporting text places its focus on enhancing accessibility and the public realm along the road, reflecting the principles established in EAP Objective 7, the Overall strategy

and accompanying Figure 3.1. This includes improved footways and pedestrian crossings; a greener environment; enhancements to Euston Square Gardens; and an improved bus facility in front of Euston Station.

- Development Principle EAP3 (North Euston Cutting) proposes new east-west connections across the railway cutting as part of housing and open space provision. The introduction of open space and high quality building frontages along the cutting would also provide the potential to enhance the public realm in the area.
- Development Principle EAP4 (Drummond Street and Hampstead Road) seeks to protect and enhance the public realm along Drummond Street, and proposes greening and enhanced connections across Hampstead Road. It also sets out how the Euston Station redevelopment could enable enhanced connectivity from the Drummond Street area towards the east. These measures again reflect the overall spatial concept shown in Figure 3.1.
- Development Principle EAP5 (Regent's Park Estate) seeks to ensure that development proposals enhance the design and layout of the estate to make it easier to move around, and provide active frontages onto streets. The proposed connectivity enhancements shown in Figure 4.6 respond to and add further detail to those shown in Figure 3.1, and would help to enhance permeability through the estate, and between Euston and Regent's Park.
- Development Principle EAP6 (Amphill and Mornington Crescent Station) proposes street greening and enhancements to Harrington Square, seeking to address current issues around lack of connectivity and traffic dominance around the square.
- Development principle EAP7 promotes street environment and pedestrian crossing enhancements along Eversholt Street, and enhanced links between Euston and St Pancras.

7.2.6 It is therefore considered that the EAP provides a comprehensive approach to enhancing the public realm and permeability, by ensuring this aspiration is a key component of the overarching strategy for the Plan. The Strategic Principles for the plan all reflect the permeability and public realm aspirations, as do the Development Principle policies and illustrations. The intentions are considered to be clear and thorough throughout the plan.

Question 7.3: How will the Plan deliver the significant pedestrian, cycle and green link improvements illustrated on Figures 3.5 and 3.6?

7.3.1 The delivery of the key routes identified in figure 3.5 will be secured through a variety of means.

7.3.2 **Euston Station site: public realm and connectivity:** The new walking and cycling links across the Euston Station site will need to be delivered through the design of the new station (and above station development), whether progressed by HS2 or Network Rail.

- If a level deck station design is progressed, these routes should be provided at ground level. If the current station design in the HS2 Hybrid Bill is progressed or a design which retains the existing track and platform levels, then routes should be accommodated as close to the ground as possible and readily accessible.
- Enhancements to routes linked to the station area, and enhancements to Euston Square Gardens and other public realm improvements in the immediate vicinity of the Euston Station site will be sought as part of mitigation from HS2 or through CIL/S106 negotiations from the redevelopment of the station or a combination of both.
- Similarly new walking and cycling links above the North Euston Cutting would be delivered as part of development over the cutting, either through direct provision or, where necessary (such as works adjacent to the site) through Section 106/ CIL contributions.

7.3.3 New and improved walking and cycling links - through Regent's Park Estate:

Delivery of would be led by LB Camden (Transport and Housing Regeneration departments). Funding for enhancements to existing walking and cycling links would be sought as part of HS2 mitigation (where they are affected by HS2), through Section 106/ CIL contributions and, where available, through LB Camden and TfL public realm budgets. Longer term aspirations for better links would be taken forward where made possible by longer term development opportunities.

7.3.4 Enhanced existing walking and cycling links; new/ improved crossings -

Euston Road: Delivery of would be led by TfL, which has responsibility for this road, with support and input from LB Camden. Funding would be sought as part of HS2 mitigation (where appropriate), through Section 106/ CIL contributions, through any funding available through TfL's Roads Task Force work and through LB Camden and TfL public realm budgets if necessary.

7.3.5 Enhanced existing cycling links - Hampstead Road/ Eversholt Street:

Delivery would be jointly carried out by LB Camden (which has responsibility for Eversholt Street) and TfL (which has responsibility for Hampstead Road). Funding would be sought as part of HS2 mitigation (where appropriate), through Section 106/ CIL contributions and through LB Camden and TfL sustainable transport budgets.

7.3.6 New/ improved crossings - Eversholt Street:

due to its proximity to Euston Station, enhancements to Eversholt Street would be closely associated with the redevelopment of the station site. Delivery would be led by LB Camden with close support from HS2, Network Rail and TfL. Funding would be sought from HS2/ Network Rail and S106 funds from over station development.

7.3.7 New/ Improved crossings - Hampstead Road:

Delivery would be led by TfL, which has responsibility for this road, with support and input from LB Camden. Funding would be sought as part of HS2 mitigation (where appropriate), through Section 106/ CIL contributions and through LB Camden and TfL public realm budgets.

- 7.3.8 **New underground walking links:** Delivery and funding would be provided as part of the redevelopment of Euston Station by HS2 Ltd/ Network Rail.
- 7.3.9 **Potential cycle parking zones:** Delivery would be led by HS2 (with support by HS2 and Network Rail) for sites in the vicinity of Euston Station and by LB Camden (with support by TfL) for sites on their roads. Funding would be sought as part of HS2 mitigation, through Section 106/CIL contributions and through LB Camden and TfL sustainable transport budgets.

Question 7.4: Is the proposed Euston Station Ultra Low Emission Zone (ULEZ) supported by all key stakeholders?

- 7.4.1 The proposal for an ULEZ at Euston has gained support throughout the consultation. The proposal is supported by TfL, the GLA and the LB Camden. The only response which was not entirely supportive (received on 2 July 2013) was from Network Rail who suggested that the zone should not be in operation 24 hours a day. The principles and details of the scheme have not yet been outlined or consulted upon because they will be closely linked to the central London ULEZ proposal announced by the Mayor of London in February 2013. However, it is vital to the success of the scheme that it is very simple and easy to understand and that the number of exemptions is kept to a minimum. Further consultation on the proposed central London ULEZ and the scheme for Euston Station will be carried out as the schemes are developed in more detail allowing further input from key stakeholders.