

# EUSTON AREA PLAN

a new plan for the euston area

Proposed updates for consultation - January 2023





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#### Disclaimer

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

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

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# 1

## Introduction

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# 1. Introduction

Euston is changing, construction for HS2 is underway, and Network Rail, Crossrail 2 and Transport for London are also thinking about their future plans. A fully redeveloped, comprehensively designed Euston station would create a once in a lifetime opportunity to provide a new piece of city, delivering new homes, creating new jobs and open space and new routes through and around the station.

In planning for the future, Camden Council working with TfL and the GLA produced and adopted the Euston Area Plan (EAP), a long-term strategic planning framework to guide transformational change in the area up until 2031.

## EAP Update

Since the adoption of the EAP in 2015, the High Speed Rail Act 2017 has authorised construction of the first phase of HS2. Several stakeholder organisations have continued to be involved in emerging plans for Euston, including HS2, Network Rail, Crossrail 2, Transport for London and the development partner, Lendlease (who were appointed by the landowners in January 2018).

The update to the EAP is being developed alongside work by HS2 Ltd to progress their station design, work by Network Rail to consider the redevelopment of the existing Euston station, evolving Crossrail 2 plans for the Euston area and work by Lendlease to consider how over station development (OSD) will be delivered.

Camden, along with Greater London Authority (GLA) and Transport for London (TfL) worked jointly to develop a vision and objectives for the Euston area which form the basis of this Euston Area Plan (EAP). The 2015 EAP vision and objectives were informed by the results of public consultation (initial consultation in winter 2012 and draft EAP in summer 2013), conversations with stakeholders, previous aspirations for the area, research and specialist technical reports commissioned to inform the production of this plan. The vision and updated objectives underlying this plan are in section 1.2 below. The updates to the Plan have been informed by consultation and engagement building on previous stages and seek to highlight and develop key issues.

## 1.1 Plan context

The Government is constructing a new High Speed Rail link, HS2, between London and Birmingham (Phase 1) and eventually to Manchester (Phase 2) with the London terminus at Euston. Camden Council wants to secure the best deal for local communities

The Council and its partners want a station design that allows for the maximum development of new homes, jobs, streets and open spaces and continue to press for an integrated station design.

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

The Government's current scheme for Euston Station retains the existing Euston Station whilst building a high speed terminus alongside. The update to the EAP will look at how to make the most of the HS2 and Network Rail station designs, to try to ensure that the station designs and associated development responds to EAP and community objectives as much as possible. This update highlights potential station redevelopment scenarios for Network Rail.

The Oakervee Review 2020 recommended that HS2 and Network Rail look at more comprehensive proposals for Euston Station, including ensuring designs are as integrated as possible. The Euston Partnership has been established to improve integration across the three projects, with a dedicated Partnership Board and new executive leadership to scrutinise the work and integration at Euston.

This EAP therefore sets out key principles for the station area which will be expected to be met by any redevelopment of the station.

It seeks a comprehensive approach to encourage redevelopment/development above the existing Network Rail tracks and platforms above a station building) in collaboration with over station development above the HS2 station.

The EAP partners have worked to try to secure a comprehensive redevelopment of the Station through HS2 to provide a greater number of homes and jobs here and make the best of the works to the station

## 1.2 Vision and objectives

### The Vision for the Euston area in 2047

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

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

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

A network of clear and convenient streets will connect key attractions and green spaces in the area. Critical to this will be new and improved links through, above and around a redeveloped station and an improved greener environment along Euston Road.

Euston Road will no longer be a barrier to pedestrian and cycle movement and onward journeys from the station. Euston has long been too polluted - the proposals in this plan will help to make it less so.

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

## Objectives

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

### 1. Prioritising local people's needs:

To ensure that new development meets local needs, providing new homes, jobs, businesses, community facilities and open space lost or affected by HS2, are reprovided in the Euston area. Development must deliver economic, social and environmental benefit embedding Social Value into planning, construction and operational activities. Development must ensure that people are made part of Euston's growth and that meanwhile uses create places and help to mitigate the impacts of construction.

### 2. Securing excellent design:

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

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

To ensure that that the station and interchange redevelopment also enables comprehensive development of the area above the station and tracks and to make sure any new development above the station and regeneration in the wider plan area provides a mix of homes, shops, jobs, open space, services, education and leisure

facilities that benefits existing and future residents, businesses and visitors.

### 4. New streets above the station and tracks:

To create new green streets above through and around the station and railway tracks to make it easier for people to move between Somers Town and Regent's Park and from Euston Road to Mornington Crescent, which is currently made difficult by the existing Euston Station building. Providing legible and attractive access to the new development above the station will be integral to addressing existing difficulties.

### 5. Boosting the local, wider London and national economy by reinforcing existing economic knowledge, cultural and community assets and businesses while also facilitating new growth and positive change that supports the objectives of the Knowledge Quarter inclusive innovation objectives:

To ensure that the comprehensive redevelopment of Euston Station helps to transform the image of Euston as a nationally important high quality transport interchange with integrated and well designed development which contributes fully to the local, regional and national economy. Providing a front door to the Knowledge Quarter Innovation District and new spaces for existing and new businesses and shops, complimenting the existing Knowledge Quarter eco-system, supporting and creative industries, securing significant new job and training opportunities for local people.

## 6. Creating sustainable development:

To plan for carbon free sustainable development and enhance the quality and sustainability of the local environment. Responding to the climate crisis, Euston should be a place that is perceptibly green in all respects and which integrates high environmental standards, active and sustainable travel, planting, biodiversity, an integral network of open spaces and green infrastructure, supporting a circular economy and contributing to improvements in air quality

## 7. Improving the environment along Euston Road:

To create an emblematic point of arrival to Euston and London that is inviting, draws visitors and actively facilitates movements of people and goods safely prioritising safe and inviting pedestrian links, legible and well connected from all points, with improved crossing opportunities reducing the barrier between the north and south balanced with high quality and reliable bus provision throughout. Providing a green artery with much improved air quality that is accentuated by trees and restored and green Euston Square Gardens, a street whose public realm reflects the range of character areas and enhances world-class knowledge and innovation institutions along its length.

## 8. Promoting sustainable and active travel:

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

and workers in the area. In particular making it easier and safer to walk and cycle along and across Euston Road, Eversholt Street and Hampstead Road. To reduce air pollution and noise, substantially reduce all road casualties and improve the pedestrian and cyclist experience on these streets, through greening, improved infrastructure for pedestrians and cyclists and reducing the dominance of motor vehicles.

## 9. Enhancing existing public transport:

To provide improvements to Underground services, station, bus and taxi facilities and particularly new entrances into the station to the north, east and west. Adequately safeguard land for new transport infrastructure such as Crossrail 2.

## 1.3 Purpose of this plan

The Euston Area Plan was produced as a joint planning document by Camden Council, the GLA and TfL to promote a high quality redevelopment of Euston Station and to shape change in this transitional area maximising regeneration potential in the period to 2031. The Plan is now being updated to reflect changes since adoption with the period extended up to 2047.

The area has been identified as a location for significant numbers of new homes and jobs in both the London Plan and Camden Local Plan for a number of years. The plan responds to the impact of the High Speed Two (HS2) terminus at Euston and updates previous plans and aspirations for the area.

The Council produced this plan together with GLA and TfL in recognition of the need to plan ahead to get the best outcomes for local people to mitigate the impacts of HS2 construction and particularly to secure the best possible design for Euston Station.

The plan and update has been developed to be flexible reflecting the uncertainty around the delivery of the redevelopment of the Network Rail station and the capacity to enable development over the throat and tracks.

The EAP has been prepared with supporting technical information from HS2 on the emerging HS2 station design, The 2015 EAP advocated a comprehensive level deck station design (one large new station with lowered tracks and platforms), however, it is now understood that such a design is not feasible. This update continues to seek to refine and shape any station design(s) to better meet EAP objectives.

The EAP will be continued to be monitored and reviewed for its effectiveness and can

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

## Sustainability Appraisal and strategic options for Euston

The updated Sustainability Appraisal process has considered the sustainability merits of updating planning policy for Euston. This process concludes that there are significant sustainability benefits in producing a revised local plan for Euston and the London Plan as well as seeking to mitigate HS2 potential impacts.

The sustainability appraisal process highlights the wider benefits of a more comprehensive approach to station redevelopment, particularly the iterations of HS2 proposals which allow development and the creation of new streets above a largely sub surface station.



### 1.4 Material weight of the document

The Euston Area Plan was adopted by Camden Council as part of the formal development plan, and was adopted by the GLA as supplementary planning guidance to the London Plan. The updated EAP will supersede the 2015 version once it is adopted by Camden Council.

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

The powers to build and operate High Speed Two have been granted through the High Speed Rail (London – West Midlands) Act 2017. This Act gives deemed planning

permission for the railway and associated works and hence the planning authority for HS2 is Parliament. Therefore matters of the principle relating to the railway and the mitigation of the effects of construction and operation are determined by Parliament.

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

HS2 works are subject to the High Speed Rail Phase One Environmental Minimum Requirements (EMRs). These set out the high-level environmental and sustainability commitments to be implemented during the planning and implementation of works along the Phase One line of route.

There are a number of Undertakings and Assurances in place which are the commitments made by the Secretary of State in relation to the High Speed Rail (London to West Midlands) Act 2017. They form part of the EMRs and include measures that will help to mitigate the impacts in Camden.

In a number of instances the Plan indicates requirements in relation to the HS2 works and mitigation. Where these relate to matters that will require approval under the special planning regime the Plan will be material to the consideration (where it is relevant to that approval) but where matters are determined by Parliament through the HS2 Act this will

take precedence over the Plan.

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

Proposals for development will be considered against the policies in the development plan. Camden's existing development plan is comprised of a series of documents including the London Plan, Camden's Local Plan which sets out the Council's planning policies covering the period from 2017-2031, and the Euston Area Plan (EAP) adopted in 2015. An illustration of the planning policy framework is provided in figure 1.1 [to be updated].

There are two Neighbourhood Forums in the area covered by the Euston Area Plan; Drummond Street to the West and Somers Town to the east. Both are in the process of developing neighbourhood plans which when adopted will form part of the Council's Development Plan.

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

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

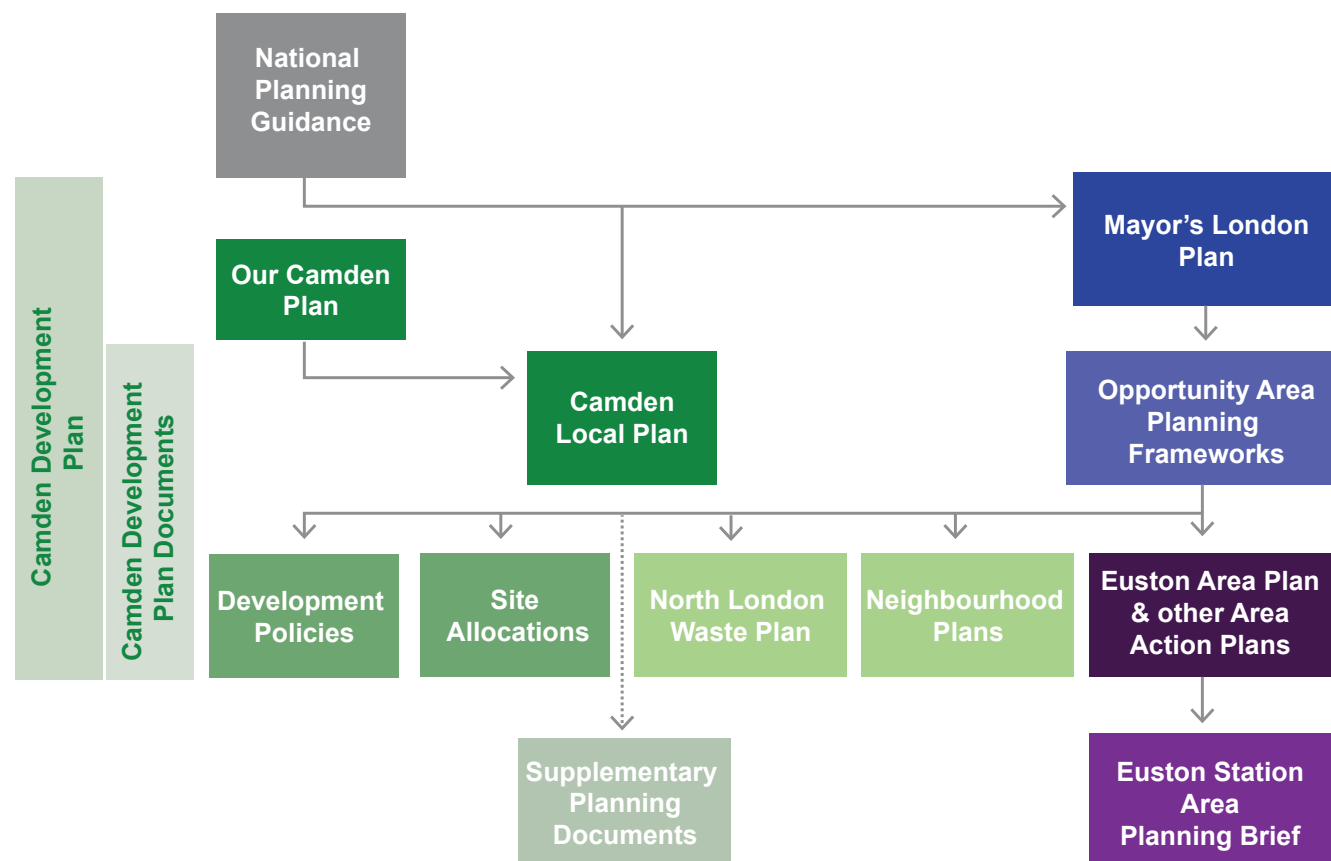


Figure 1.1 Euston Area Plan policy framework

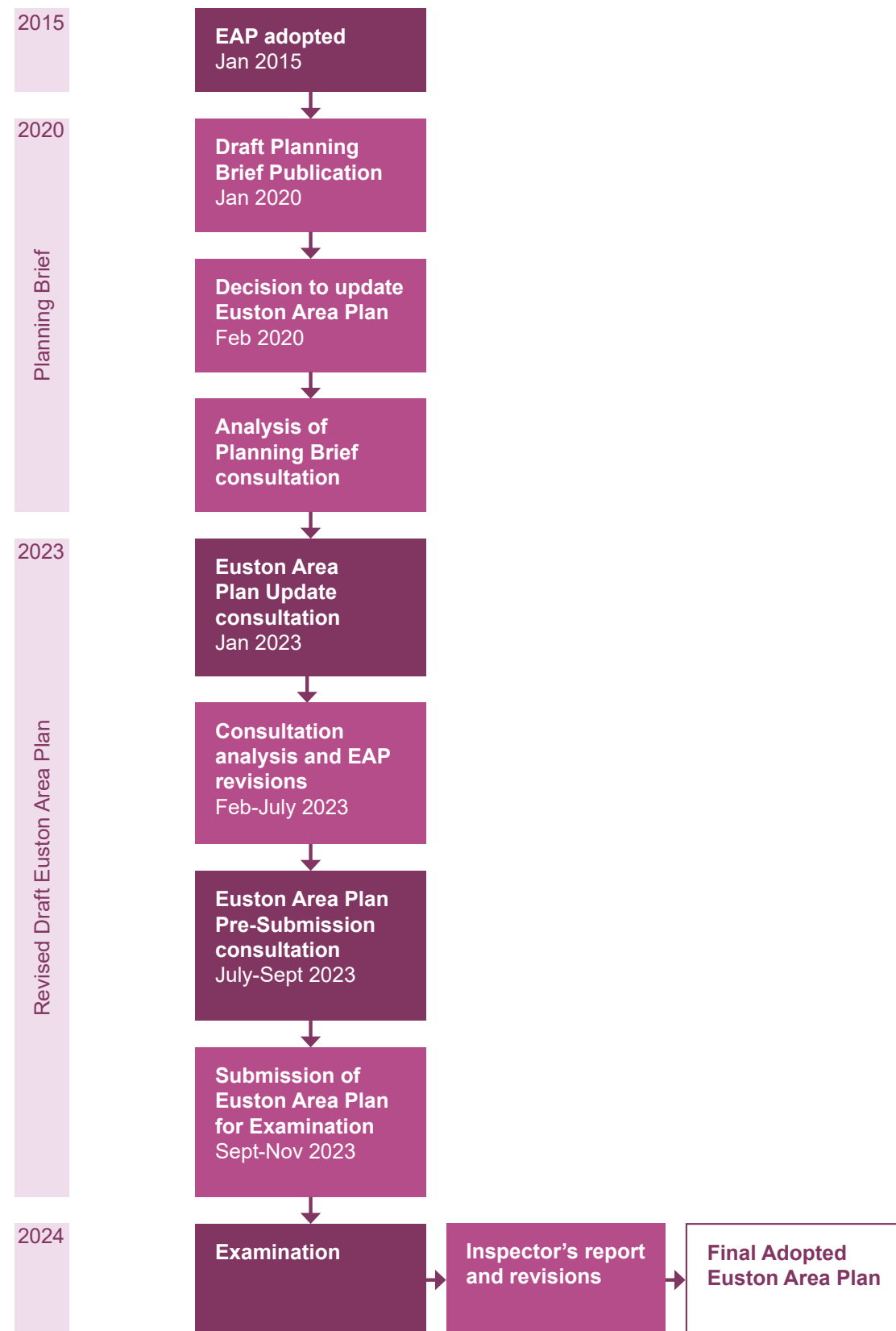


Figure 1.2 Plan production process

### 1.5 Accompanying reports: evidence base

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

- Euston Area Plan Sustainability Appraisal
- Equalities Impact Assessment
- Background Report – summarises the findings of the specialist technical reports and background research undertaken (work in progress)
- EAP Stage 1 Consultation Report, February 2013, EAP team
- EAP Stage 2 Consultation Report, December 2013, EAP team
- Equalities Impact Assessment
- Draft Planning Brief for Euston Station and Tracks
- Consultation Summary for Draft Planning Brief for Euston Station and Tracks

#### Specialist reports for 2015 EAP

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

#### Specialist reports for the EAP Update

- Open Space study by Land Use Consultants

- Land use Mix and High Level Viability Study, Avison Young
- Transport Study prepared by TfL
- Consultation Summary

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

### 1.6 Consultation

Extensive consultation was carried out during the preparation of the EAP, the draft Planning Brief and this update to the EAP. All consultations built on the previous information and the inputs of key stakeholders in the area sought, along with neighbouring authorities and those along the HS2 proposed route. Accompanying consultation reports summarise the results and resulting changes to the EAP as it progressed.



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# 2

## Context

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

## 2. Context

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

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

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

### 2.1 London context

#### A strategically important location and major development opportunity

Euston is located to the north of Euston Road, and forms part of the northern boundary of the Central Activities Zone, as identified in the London Plan (2021). The London Plan identifies Euston as an Opportunity Area reflecting the indicative capacity shown in the EAP 2015. It identifies significant potential for intensification and an opportunity to comprehensively transform Euston and the immediate area into a world-class transport interchange and new residential and business district because it is in a strategically important location for London. As well as providing a major transport interchange at Euston Station, Euston is close to King's Cross and St Pancras International mainline stations. Euston is in the heart of a nationally significant cluster of higher education, medical and specialist medical research institutions around Euston Road and Bloomsbury. This further demonstrates the nationally important role and significant future economic potential of this area. Euston is close to major central London destinations, including:

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

destination and creative services hub

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

#### A transport hub

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

In further recognition of the important strategic transport role that Euston plays, proposals for a new regional or metropolitan rail route linking south west London to north east London and beyond, are safeguarded through the Crossrail 2 project. Proposals are subject to funding.

This would further enhance the area's crucial transport hub role, but also necessitate careful consideration and planning to avoid potential disruption to the communities living and working here during construction if Crossrail

2 is progressed. The Mayor of London seeks the provision of Crossrail 2 to deal with the projected additional Underground passenger demand from HS2 users.

### 2.2 Local Context

#### The changing role of Euston

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

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

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

#### HS2

Since the adoption of the EAP in 2015, the High Speed Rail (London – West Midlands) Act 2017 has authorised construction of the



phase 1 of HS2. This includes authorising the construction of a terminus station at Euston to be built alongside the existing Network Rail station. The HS2 Act grants overall (known as “deemed”) planning permission for the construction of the railway (which includes the HS2 station and associated buildings such as vent shafts) but some of the detailed design and construction are subject to further approval by Camden as the local planning authority.

As overall planning permission for the HS2 works has been granted by the approval of the HS2 Act, the Council cannot consider the principle of development as this has already been approved by Parliament but it can consider certain details of development and these are set out in Schedule 17 of the HS2 Act. When HS2 submits detailed plans for approval of a building or structure (a schedule 17 application), there are limited grounds that the Council can consider the plans against. The Council’s Local Plan, including the Euston Area Plan and this document, are only relevant to a decision made under the Schedule 17 process if they relate to the grounds that the Council are considering. In the case of a schedule 17 submission for the detailed design of a building or structure, the grounds that the Council can request a reasonable modification relate to:

- The local environment or local amenity;
- Road safety or free flow of traffic; or
- Archaeological or historic interest or nature conservation

**Network Rail**

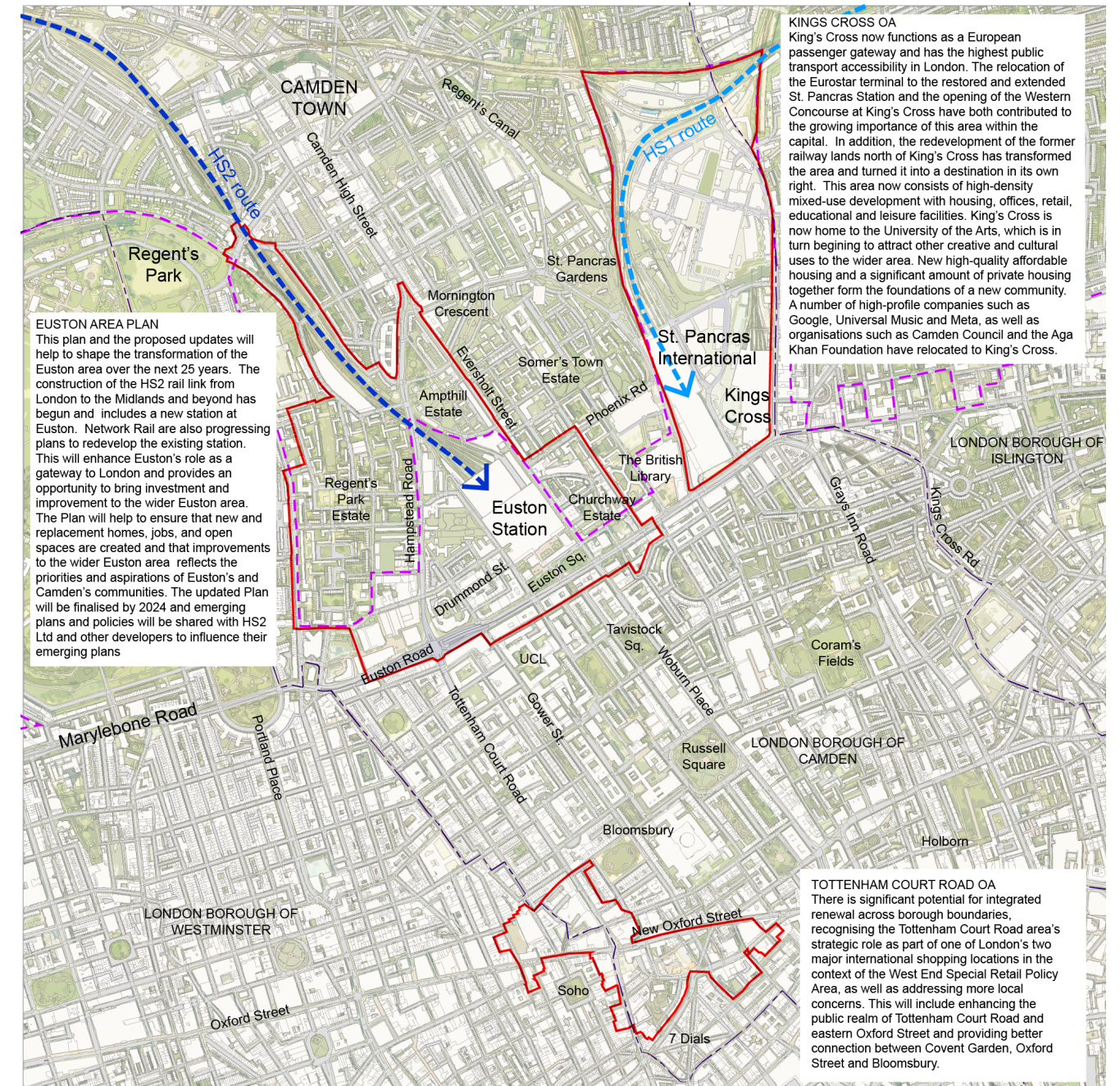
Network Rail are considering options to regenerate the existing Euston Station, which

provides commuter and long distance rail services to the north. Work is underway to look at what the best approach would be to ensure the station is refurbished to meet the needs of users and regenerated to contribute towards the provision of new homes and jobs above and around the station.

**Comprehensive development**

Since adoption of the HS2 Act, which just makes provision for the new HS2 station, and does not include the redevelopment of the existing Network Rail station there have been moves to integrate proposals more carefully.

In 2018, Lendlease were appointed as the Government’s Master Development Partner (MDP) to develop a masterplan for the area. In 2019 Government commissioned Oakervee review recognised the complexity of building at Euston and recommended that ‘the government should: develop and set out a single plan for the overall Euston project’ in order to best recognise social and economic value at Euston.



Legend:  
 - Red outline: Opportunity Area's  
 - Purple dashed line: Central Activities Zone  
 - Blue dashed line: Borough boundaries

Figure 2.2 Local Context



## Existing policy and guidance

### Draft Planning Brief for Euston

In early 2020 we consulted on a draft planning brief which included guidance for development above and around Euston station and the tracks. As there is significant crossover between the draft planning brief and the EAP, a decision was taken to focus efforts on updating the EAP in order to ensure that there is a robust and up to date framework by which to assess development at Euston. Work on the planning brief document is on hold but the production of the draft planning brief and what we have learnt through the consultation process is an important step in developing the planning framework for Euston. Where appropriate, comments received and issues identified through the consultation on the draft planning brief will be explored in the EAP update.

Any development proposals coming forward will be assessed by policy and guidance such as:

- Camden Core strategy/ Local Plan
- Camden Development Policies
- Camden Site Allocations
- Camden Planning Guidance SPD
- The London Plan and appropriate Supplementary Planning Guidance
- Other policy and strategy work in the locality will also help to shape change in the wider area:
- To the south west, the Fitzrovia Area Action Plan has been adopted by Camden Council as a shared vision for the area, coordinating development proposals across a number

- of significant sites. The boundaries for the EAP and the Fitzrovia Area Action Plan meet on the southern side of Euston Road at the junction with Tottenham Court Road;
- To the east, the Somers Town Community Investment Programme has been developed by Camden Council to address how growth and investment can be best coordinated
- to deliver maximum benefits for the communities in the Somers Town area over a 15 year period. A number of projects have been delivered with a rebuilt Edith Neville school, new children's centre, community hub, new residential units and improvements to the public spaces. The Somers Town neighbourhood forum and plan area also cover this area.

## 2.3 Character Areas

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

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

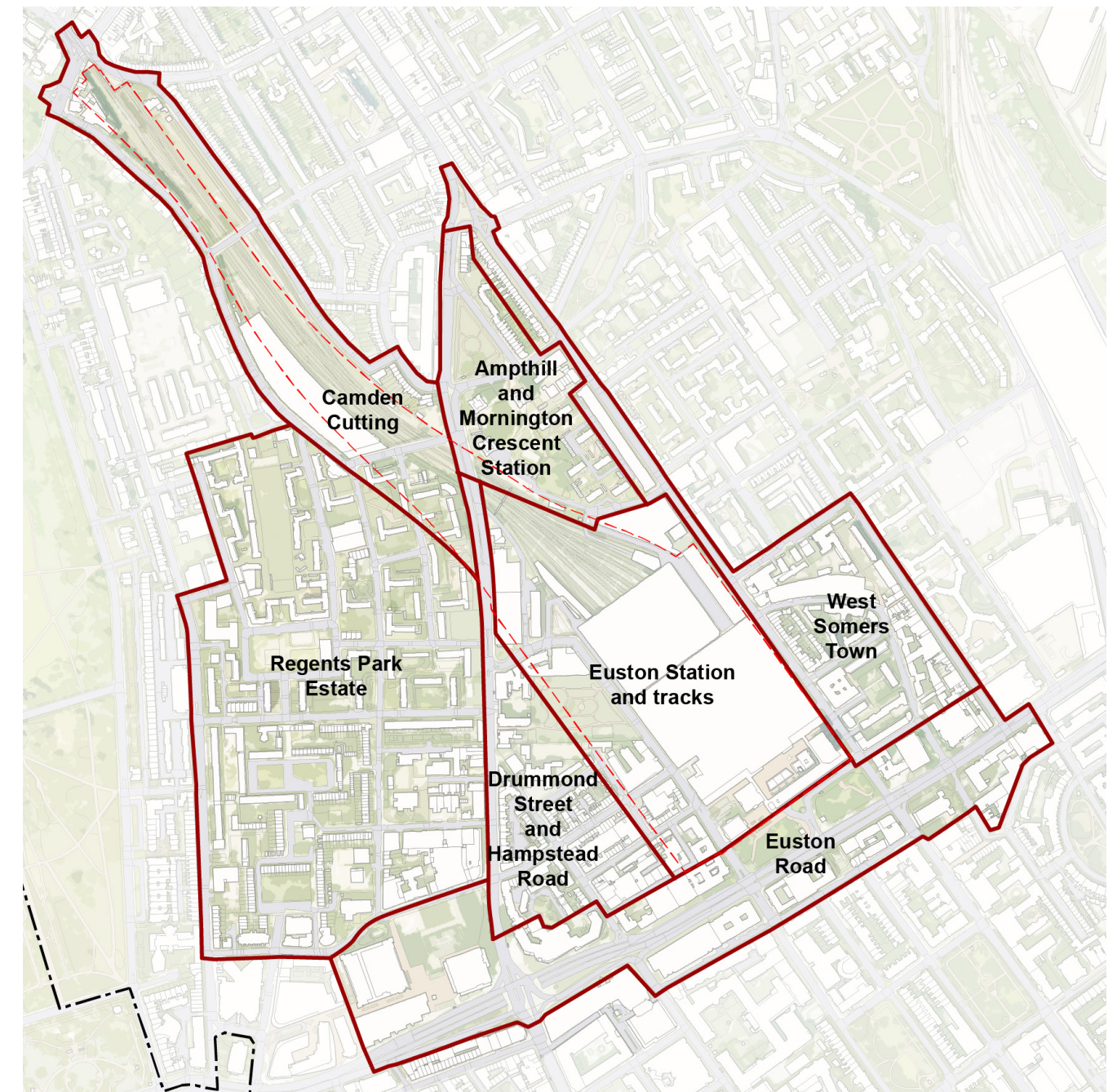


Figure 2.3 Euston's character areas





### 1. Euston Station and tracks

Euston Station is a major National Rail station, which is used by more than 71 million passengers a year. This figure is anticipated to more than double by the time HS2 is operational. Euston is a major London Underground station serving the Victoria and Northern lines which are already crowded at rush hours and also a strategic bus interchange location. The current configuration of the station and associated infrastructure create a barrier to pedestrian and cycle movement and serve to separate the surrounding communities. The design of the buildings, bus facilities, community safety issues and associated public realm negatively impact on the local environment and contribute towards a poor perception of the image of Euston and HS2 construction works have further added to this.

### 2. Euston Road

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

### 3. Camden Cutting

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

### 4. Drummond Street and Hampstead Road

The Drummond Street area has a well preserved grid of historic regency terraces, containing a mix of residential and commercial uses within a tight-knit historic urban grain. It has a vibrant, distinctive character, and Drummond Street itself is recognised for its specialist ethnic shops and restaurants. To the north of the Drummond Street area, St James's Gardens was a historic open space that contained the Grade II listed structures that relate to its history as a burial ground and the National Temperance Hospital which had local heritage value. These have now been demolished and form part of the HS2 station construction worksite. The listed structures will be relocated. Hampstead Road forms the western boundary to this sub-area, and provides an important north-south route between Euston Road and Mornington Crescent/ Camden Town and a strategic route between the north of the borough and central London.





### 5. Regent's Park Estate

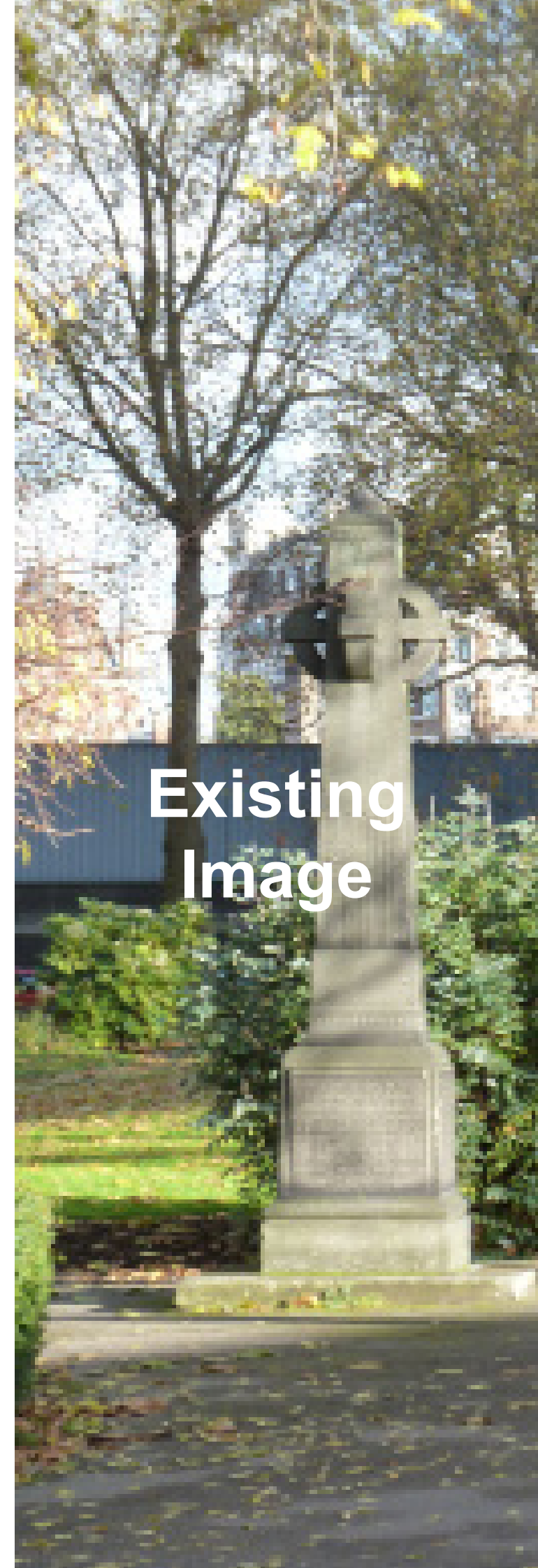
As a large post-war council estate, the Regent's Park Estate is primarily residential in character, with supporting community facilities, pockets of green spaces and shops. The estate includes large residential slab blocks of up to eleven storeys, along with by a mix of maisonettes (four storeys) and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

### 6. Amptill & Mornington Crescent Station

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

### 7. West Somers Town

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





## 2.4 Key issues

This section summarises some of the key issues for the plan area, and a summary analysis of potential urban design opportunities. A more detailed assessment of the key issues for Euston is provided in the Background Report, which accompanies this Plan, and the specialist technical reports (see list at section 1.4). These, along with the Consultation Reports and the Sustainability Appraisal process provide the context for

the development of the vision, objectives and policies in this Plan. While the start of the construction works means that there have been some demolitions in the area, (including the Network Rail western boundary) the issues to be addressed remain the same and in some cases have been compounded by construction works in the area.

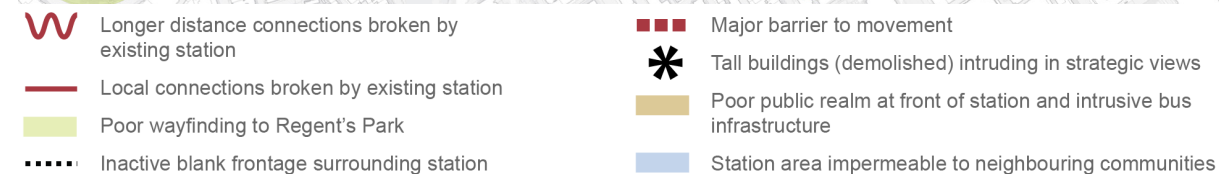
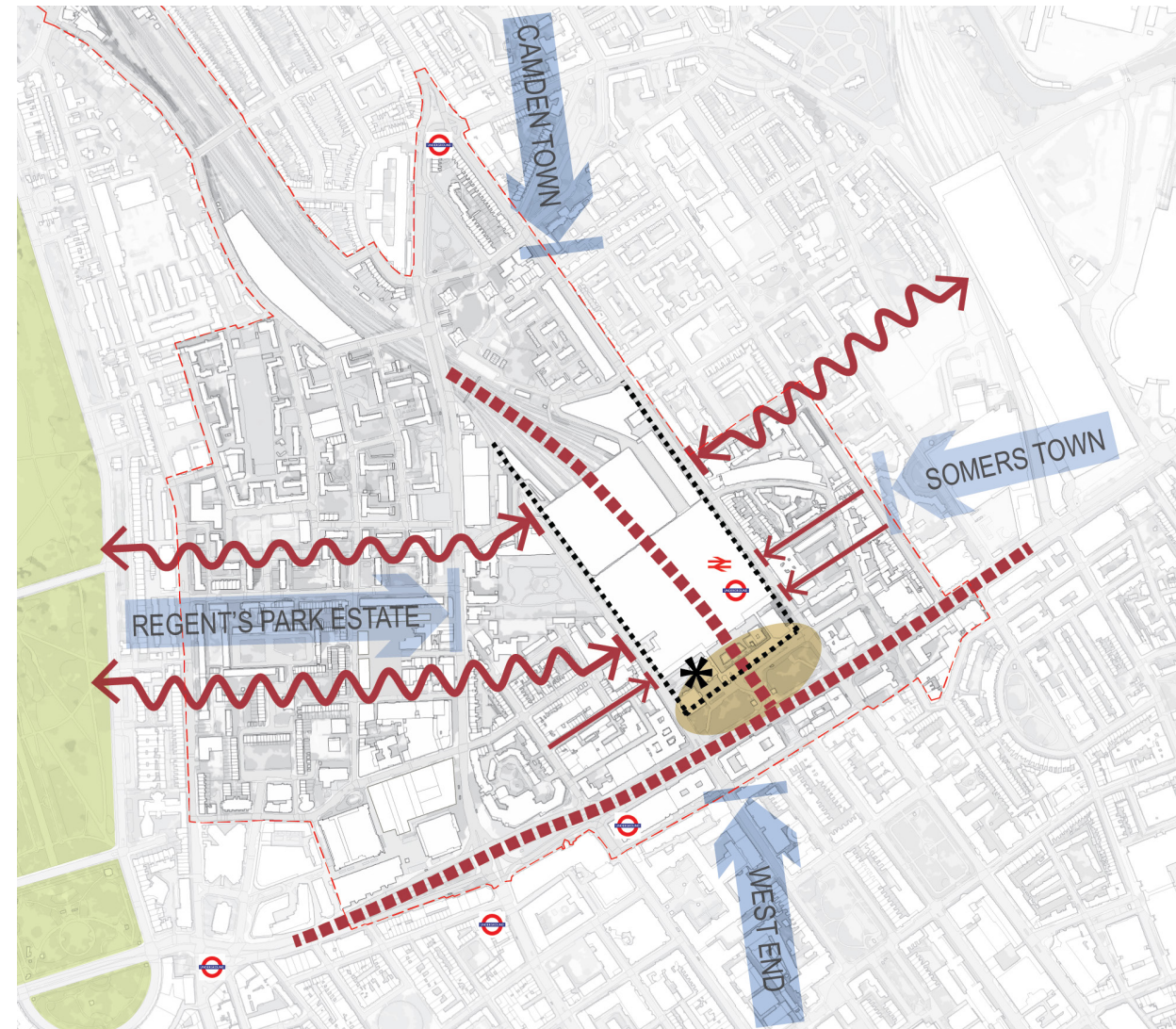


Figure 2.4 Key Issues identified in 2015 EAP

## Design

### Urban Design

- The current Euston station building and tracks form a barrier between Somers Town and King's Cross to the east and Regent's Park Estate and Park to the west;
- The design of the station and tracks also restrict north-south connectivity
- Euston Road forms a major barrier to north-south connectivity and effectively severs the area from the West End;
- The existing Euston Station and surrounding public realm is dated and in need of investment. Changes in the level of the piazza, the existing bus station and a lack of clear and convenient routes from the station to Euston Road restrict wayfinding and accessibility and create a poor impression and experience;
- The quality and use of Euston Square Gardens is compromised by the current bus station arrangement, the layout of the gardens and the dominance of Euston Road traffic as well as temporary uses for HS2 construction;
- There are blank frontages on either side of the station building at Eversholt Street and previously at Cardington Street (before HS2 construction commenced) which contribute towards a poor pedestrian environment here;
- Wayfinding and accessibility around Regent's Park Estate are poor; and
- The area is covered by several protected views in the Mayor's London View Management Framework which limit the scale of new development which

some of the current buildings in front of Euston Station intrude. A desire to keep development around Euston to a human scale was highlighted in consultation responses.

### Heritage

- The study area includes parts of three conservation areas, over 50 listed buildings and features, and five designated London Squares.
- At the southern end of the Euston Area Plan area is the Bloomsbury Conservation Area, which includes a cluster of listed buildings around Euston Road, including the Grade I Listed Church of St Pancras, the Grade II\* Listed Euston fire station and 1-9 Melton Street as well as a number of Grade II Listed buildings including Friends House and the Wellcome Building. Euston Square Gardens is a designated London Square, and contains a number of listed structures.
- In addition to Euston Square Gardens, the Euston Area Plan area includes Amphil Square, Harrington Square, Clarence Gardens and Munster Square all also London Squares.
- Elsewhere in the Euston Area Plan boundary are parts of the Camden Town Conservation Area (to the north and east) and the Regent's Park Conservation Area (to the west). At the meeting point of these conservation areas, a number of important heritage assets surround the northern part of the Camden Cutting. These include Grade II\* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II



listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.

- Other assets of historic significance in the Euston area include the inter war social housing estates of Somers Town and the fine grained areas around Drummond Street and Chalton Street. Following HS2 construction commencing, St James's Gardens open space and the National Temperance Hospital site were demolished. These were considered assets of historic significance in the area.
- A number of important heritage assets in close proximity to the Euston area are also noteworthy, in particular Regent's Park, designated Historic Park and Garden, and nationally important Grade I Listed buildings that surround the park. Development would need to consider potential impacts on the setting of these heritage assets.
- Heritage assets in the Euston area make an important contribution to local character, sense of place and identity. The importance of conserving and enhancing heritage in the EAP area was highlighted in community feedback received.

## Land use

### Housing

- There is significant need for new housing in Camden, especially for affordable homes. Housing is therefore Camden's priority land use.
- The Euston area has a very high proportion of social housing (and a low proportion of private ownership) compared to the Camden average
- 215 (mainly affordable) homes have been lost as a result of HS2. Replacement housing blocks have been constructed and are now occupied. Residents on the Regents Park Estate are adversely impacted by the construction works.
- Consultation responses showed that housing, particularly affordable housing was the most frequently prioritised for accommodation in the EAP area by local communities and organisations such as the Francis Crick Institute and Wellcome Trust.

### Economy and employment

- There are significant concentrations of knowledge economy uses around Euston, with a nationally significant cluster of medical and specialist medical research institutions.
- Bloomsbury is home to a number of Higher Education institutions, including the main campus for University College London.
- Consultation responses generally indicated a lack of support for chain shops and large corporations in favour of support for local businesses and training.
- HS2 has brought a range of impacts

on local businesses in the Euston area, including the loss of business premises, and ongoing impacts on remaining businesses and wider investment potential during the prolonged construction process. The HS2 Environmental Statement identifies the significant effects on the economy in the area. HS2 Ltd has worked with Camden Council to develop a comprehensive package of mitigation, compensation and local management measures to prevent or minimise these impacts and Camden continues to ensure that HS2 deliver this mitigation.

- The redevelopment of Euston offers the opportunity to introduce new uses and development to take advantage of the economic potential of Euston's well connected, Central London location.
- A key challenge for new development is to ensure that local people are able to take advantage of any potential future employment opportunities at Euston.

### Town centres and retail

- The Euston area includes part of the King's Cross/ Euston Road Central London Frontage as well as Drummond Street, Albany Street/ Robert Street, Chalton Street and Eversholt Street neighbourhood centres.
- The vacancy rate for retail units in the Euston area was 17 percent in 2021, higher than the national average (15 percent), King's Cross (12 percent) and Camden Town (15 percent) but lower than the Holborn Brunswick area (17.8 percent).
- Over the longer term, the redevelopment

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

### Social and community infrastructure

- Deprivation, unemployment, educational attainment and poor health are significant issues for communities to the north of Euston Road.
- The Euston area has a relatively young population and a comparatively high Bangladeshi population.
- There are a range of community facilities and services in and around the study area, including education and health facilities, community centres and libraries, and open spaces.
- Parts of the area experience community safety issues, such as rough sleepers, drug use and street drinking.
- The Maria Fidelis Lower School is very close to the proposed HS2 construction works on North Gower Street and it has now consolidated with the upper school on Phoenix Road with assistance from HS2 and Camden Council, following HS2.

## Transport and public realm

- Euston is extremely well connected, with National Rail, London Underground, and bus routes, as well as proximity to key destinations such as Central London, Bloomsbury, the West End and Camden Town.
- Travel choice within the plan area reflects the area's high accessibility to public transport. Of the journeys originating in Euston, half of these (54%) are currently being undertaken by bus (27 per cent), the Underground (16 per cent) or by National Rail (11 per cent). Walking mode share is 39 per cent, vehicles (including taxis) 4 per cent and with cycling at 3 per cent (LTDS, 2019/, TfL).
- Euston Road, Euston Station and tracks are barriers to north-south and east-west pedestrian movement and create a poor local environment.
- Collisions occur along the entire length of Euston Road with concentrations at junctions and pedestrian crossings. The collision rate is above average compared to other parts of the TLRN. This is related to the busy nature of the road with high levels of traffic, pedestrians and cyclists.
- While Euston Station provides an important interchange for rail, Tube and bus modes, there is currently a poor environment for users and pedestrians.
- The existing bus station arrangement provides important interchange facilities but is poorly designed in terms of the wider public realm and movement, creating an unattractive pedestrian and cycle environment.
- The Euston Underground service access is within the National Rail station footprint and is the only Underground station on the network without a dedicated access.
- From Euston Station there is a high level of crowding on the southbound Victoria line and both branches of the southbound Northern line.
- There are high volumes of taxis from Euston Station which currently stop in a poor quality basement taxi standing area.
- Existing transport pressures, general growth in the use of Euston Station and additional passenger numbers associated with HS2 will create a need for significant infrastructure enhancements to enable the onward movement of additional passengers.

## Environment and open space

### Environment

- The Euston area has potential for new energy networks to assist in the delivering of zero carbon developments.
- Surface water flooding is an issue in the area, with particular risks around Euston Station.
- Euston Road experiences significant problems with air quality and noise as a result of traffic emissions and vehicle noise. The Mayor's Air Quality Strategy identifies Euston Road as an air quality focus area in central London. The Euston area is now located in the Ultra Low Emission Zone.
- St James' Gardens (which is now part of the HS2 worksite) was a local Site of Importance for Nature Conservation and along with Euston Square Gardens contributed towards the delivery of Camden's Biodiversity Action Plan. Both of these spaces have been lost throughout the construction period.
- Consultation results revealed air pollution and the impact of buses and taxis are an important concern for local people in relation to Euston Road particularly.
- A significant number of mature trees in open spaces and street trees are likely have been lost as a result of HS2.

### Open space

- Due to HS2 St James's Gardens open space as well as all of Hampstead Road open space have been permanently lost.
- Euston Square Gardens is being used to enable HS2 construction works until the opening of the HS2 station.
- The EAP is therefore an important framework to plan for the medium and long term open space re-provision requirements resulting from HS2 construction.
- Consultation revealed open space and parks were highly valued, particularly to the north of the plan area.

### Key issues, consultation and implications for plan objectives

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

The update to the EAP will include a range of consultation and engagement, with informal engagement with communities. This will build on the consultation and engagement that has taken place on the draft planning brief for the Euston area.







**Existing Image**

# 3

## Development Strategy

### Contents

**3.1 Overall strategy**

**3.2 Land use strategy**

**3.3 Design strategy**

**3.4 Transport strategy**

**3.5 Environment and open space strategy**

## 3. Development strategy

### Introduction

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

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

#### 3.1 Overall strategy

overarching spatial concept and presumption in favour of sustainable development

#### 3.2 Land use strategy

policy and guidance for key land uses across the area: homes, economy and employment, retail and leisure, social infrastructure and meanwhile uses, recognising the importance of Health and Well-being; Safety and Security and securing Inclusive Growth and delivering Social Value as cross-cutting themes.

#### 3.3 Design strategy

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

#### 3.4 Transport strategy

key transport priorities and overarching transport policy

#### 3.5 Environment strategy

principles to improve the environmental quality of the area and deliver sustainable development to help address the climate emergency.

### Euston station redevelopment context

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

As mentioned earlier in the plan, the redevelopment of Euston Station is a hugely significant regeneration and economic opportunity, which could contribute towards the local, London and national economy through integrating a new/refurbished station with high quality development above it.

Since the adoption of the HS2 Act, which makes provision for the new HS2 station, and does not include the redevelopment of the existing Network Rail station there have been moves to integrate proposals more carefully.

In 2018, Lendlease were appointed as the Government's Master Development Partner (MDP) to develop a masterplan for the area. In 2019 Government commissioned Oakervee review recognised the complexity of building at Euston and recommended that 'the government should: develop and set out a single plan for the overall Euston project' in order to best recognise social and economic value at Euston.

Network Rail is working on plans for the first phase of the Redevelopment of the existing Euston Station. Further phases of development would help to enable the comprehensive approach to development that this Plan seeks to achieve. In considering a phased approach to development, it will be important to ensure that each phase delivers a comprehensive place, while providing the conditions for future phases.

While the footprint and overall design of the HS2 station is largely fixed, there are a number of potential options for the Network Rail redevelopment of the station, which is likely to come forward in stages. The policies in this plan seek to provide a flexible framework to progress with a phased development.

### Comparison

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



### 3.1 Overall strategy

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

- Securing long term benefits from station redevelopment for existing neighbouring communities and helping to mitigate the shorter term impacts of HS2;
- Focus growth and development at:
- Euston Station, where significant new mixed-use development will establish the Station site as a major destination in its own right, recognising the importance of delivering successful phasing and the importance of successful and thoughtful meanwhile uses and states.
- The covered areas of tracks in the Camden Cutting where there will be new homes, open space and connections between Park Village East and Mornington Terrace/Clarkson Row.
- Regent's Park Estate, with regeneration and infill delivering new housing, including affordable housing
- Enhancing Euston's role and image in the central London and national economy through world-class station development and capitalising on the cluster of science and knowledge institutions already in the area;
- Improving connectivity, particularly east-west pedestrian links to draw neighbourhoods together and improve access between Regent's Park, Euston, St Pancras and King's Cross stations;
- Enhancing links to the West End and reducing the barrier effect of Euston Road;

- Creating a network of new and improved open spaces, with new open spaces provided as part of HS2's mitigation and significant new public open spaces provided to support the needs of new development
- Seeking to ensure that growth and change can protect and enhance existing local centres, in particular Drummond Street and Eversholt Street;
- Taking opportunities to repair historic routes and frontages and to deliver improvements to the settings of heritage assets; and
- Prioritising walking and cycling, and promoting enhanced interchange and public transport provision in a world class new Euston Station.
- In the delivery of the overall strategy, it will be important to ensure that investment delivers benefits where they are most needed, maximising social value at the planning, construction and end user phases, ensuring that all aspects of development promote health and wellbeing and address concerns around safety and security.

#### Presumption in favour of sustainable development

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

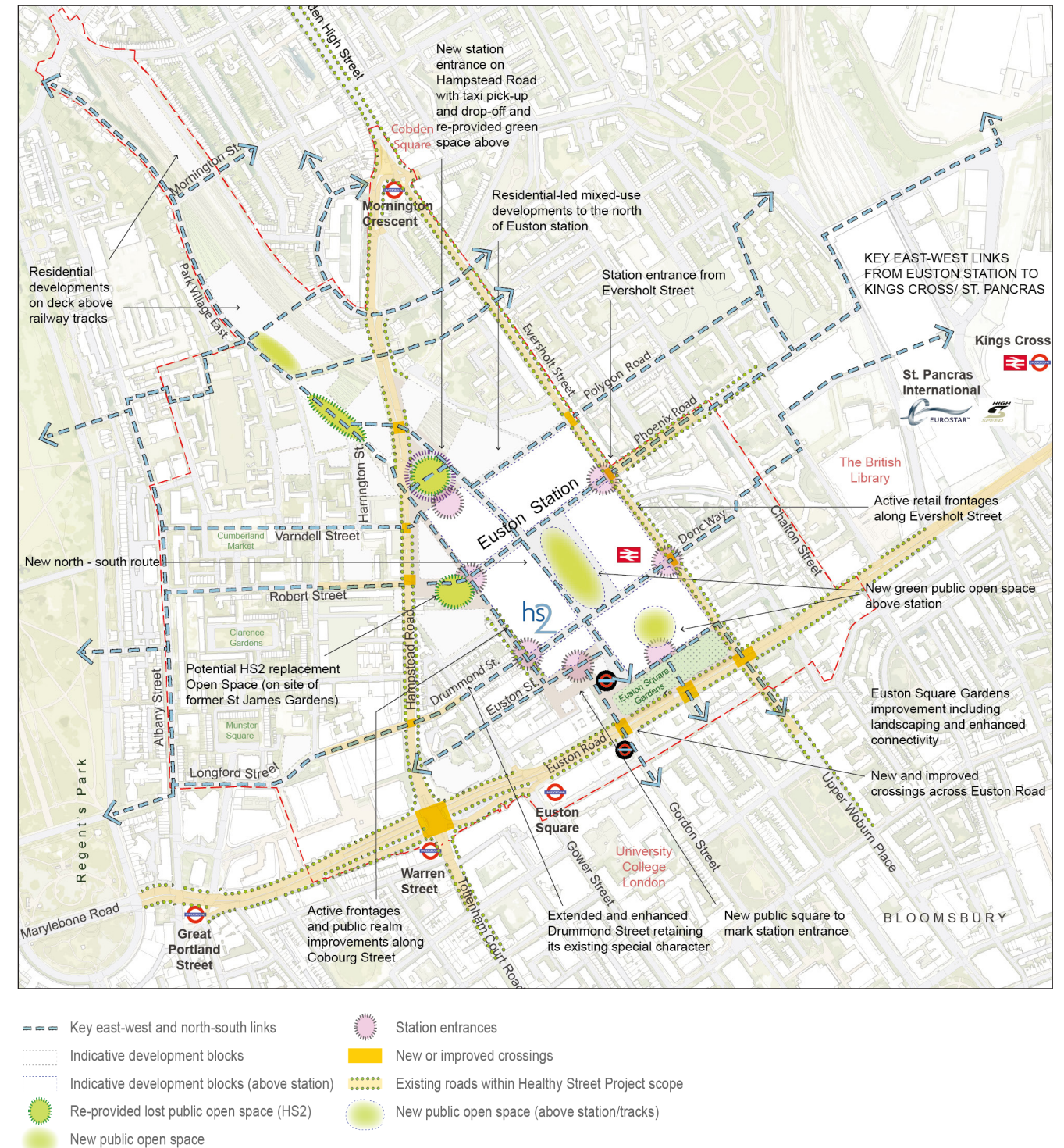


Figure 3.1 : Overall spatial concept



improves the economic, social and environmental conditions in the area.

Planning applications that accord with up-to-date land use, design and development principles in the Euston Area Plan (and with the up-to-date policies in the Camden Local Plan, London Plan,

where relevant, any neighbourhood plans) will be approved without delay and applications that conflict will be refused, unless material considerations indicate otherwise.

Where there are no policies relevant to the

application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

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

### 3.2 Land use strategy

#### Relevant objectives:

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

#### Strategic Principle EAP 1

##### A: Overall Mix

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

The appropriate mix of uses will include:

##### B: Homes

1. Between 1,500 and approximately 2,500 additional homes along with the provision of appropriate replacement homes across

the whole Euston plan area should be provided as a mix of unit sizes, whilst ensuring a high-quality and inclusive residential environment. A proportion of student housing and build to rent units may be appropriate where the site is constrained over the station as part of this additional housing provision, but the priority will be to maximise the provision of these housing units as permanent homes to meet local housing needs, therefore at least 75% of new housing should be provided as permanent self-contained homes.

2. The Council will negotiate to seek the maximum reasonable amount of good quality, genuinely affordable housing which is dependent upon the design of the new station(s) and associated infrastructure and mindful of the physical and cost constraints associated with railway infrastructure. The Council will and seek types of affordable housing and rents that are appropriate in the context of the high house prices and market rents in the Euston area, the incomes and size of households in need of affordable housing, particularly the need for affordable family housing and the demand for intermediate housing in the area.
3. The range of housing capable of delivery is dependent upon the footprint and design of Euston stations, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies. The highest number of homes could be delivered with a comprehensive station redevelopment with all phases

progressed.

4. In addition to this, opportunities will be taken to deliver improvements to existing housing estates through the provision of new, refurbished and replacement housing where appropriate, in consultation with residents.

#### **C: Economy and employment**

1. Between 119,000 and 289,000 sqm of employment floorspace across the Euston area including replacement floorspace, providing between 8,000 and 17,500 additional jobs.
2. The amount of floorspace made available is dependent upon the footprint and design of Euston station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies.
3. The Council will support and prioritise the creation and retention of suitable floorspace for Knowledge Quarter priority growth sectors, in particular life sciences; cultural, scientific and heritage collections; and data sciences. Educational floorspace will also be prioritised. Other employment uses will be supported where it is shown that these reflect current and emerging needs of the knowledge economy.
4. Major developments should demonstrate that the type of floorspace being provided complements and supports other organisations within the Knowledge Quarter and reflects current and emerging floorspace needs of the district. Wherever possible schemes should be developed in collaboration with

organisations that are currently based in the knowledge quarter, local communities and other key stakeholders.

5. New employment floorspace should include a suitable mix of workspace types, including lab space, business accelerators, start-up, incubator, and move-on spaces, as well as a significant amount of affordable workspace in line with Camden's affordable workspace strategy.
6. A strategic approach should be taken to the commercial offer at Euston. An Employment, Learning and Training Strategy will be required as part of any masterplan proposal, which should contain strategies for the employment floorspace offer and for how employment, learning and training requirements will be addressed and supported. The Strategy should reflect and build upon the Euston Partnership's Social Value Charter (See section on Inclusive Growth and Delivering Social Value).

#### **D: Retail and leisure**

1. Providing around 20,000 sqm of new and re-provided retail, food, beverage and leisure, to contribute to vibrant streets and reinforce the role of existing centres. To avoid over-supply and undermining of existing centres, the provision of additional retail and leisure floorspace above 20,000 sqm would be subject to a Retail Impact Assessment.
2. New retail and leisure floorspace should be focused on the Euston station site, to serve the needs of passengers and support growth and development here, and on the Euston Road Central London Frontage where opportunities emerge.

Smaller scale retail to meet the needs of local communities in neighbourhood centres and along key streets will also be supported. A Retail and Leisure Strategy should set out how the objectives of this policy will be met.

3. As part of the overall retail floorspace, the provision of a supermarket to serve the local community should be explored.

#### **E: Social infrastructure**

- Education, health and other community facilities should be provided to support new development and reflect local priorities and needs. This should include opportunities for culture which provides opportunities that are rich, interactive and accessible and attractive to the whole community, complementing and building on the existing cultural heritage of the area.

#### **F: Meanwhile uses**

- As different phases of Euston OSD will be constructed over coming years, a cohesive and thoughtful approach to meanwhile uses will be instrumental in energising spaces, creating social and economic value, and opening up opportunities to new ventures.
- Flexibility will be applied on proposals for appropriate temporary alternative uses on buildings and sites if the current use is no longer viable as a result of HS2 and associated construction works. Support will be given to temporary uses that enhance the vibrancy and vitality of the area, promote existing local businesses, and support the development of a knowledge-based cluster in the Euston area.

#### **H: Safety and Security**

- New development should play an active role in developing, long-term strategies to ensure that in design, management, streets and spaces are safe and enjoyable to use, particularly around the station and in quiet back streets in conversation with the community.

#### **I: Inclusive Growth and delivering Social Value**

- New development should contribute to reducing inequalities and increasing life chances in local residential communities, creating opportunities for all and ensuring that investment delivers benefits where they are most needed. It should maximise social value at the planning, construction and end user phases, including supporting increased access to jobs, skills training and educational opportunities.



## Homes

### 1. Replacing housing lost as a result of HS2

Camden has delivered a range of sites providing homes to replace those lost as a result of HS2 construction, in order to allow people to stay in the area. While the timing of demolitions associated with HS2 is to be established by Parliament, Camden Council requires that the delivery of replacement homes is timed so that tenants who will lose their homes only move once. Where reasonably practical, therefore, replacement homes should be completed before the demolition of existing homes commences and so priority will be given to re-provision sites. As part of the additional housing provision through infill and renewal sites in existing housing estates (see below), Camden Council will seek to deliver any additional housing the Euston area as a result of HS2 construction.

The construction and eventual operation of HS2 from Euston Station has and will continue to create a different context for the surrounding area which may

result in increased pressure for different types of uses in some places. Whilst it will be important to retain the special character of areas such as Drummond Street, there may be circumstances where properties become vacant or the uses are no longer suited to the changed context.

In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses, particularly during the construction period of HS2. Consideration will be given to potential need for a permanent

change of use once the impacts of the physical surrounding environment and operation of the station and tracks are known.

### 2. Additional housing

#### Quantum and distribution

Between 1,500 and approximately 2,500 additional homes along with appropriate housing re-provision for those lost due to rail construction or redevelopment will be delivered in the Euston area. The priority is for the provision of these as new permanent homes to meet housing needs in the area; therefore at least 75% of units should be permanent self contained homes. The amount of housing appropriate will be dependent upon the footprint and design of Euston Station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies. This housing projection indicates lower delivery than that identified in the 2015 Euston Area Plan, the London Plan and the Camden Local Plan, reflecting the outcomes from a design-led capacity study which takes into account additional site constraints, less enabled land and higher costs and viability issues.

New and replacement housing would be focused at:

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

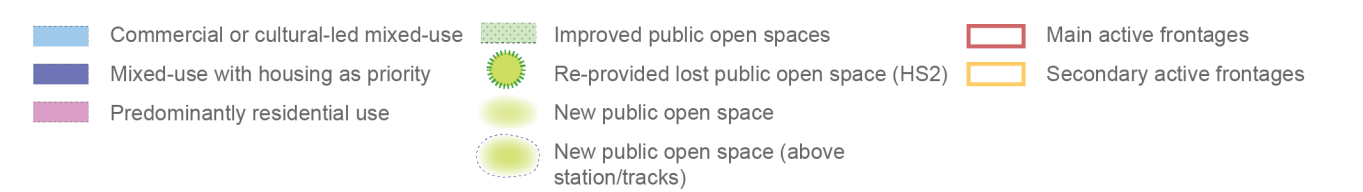
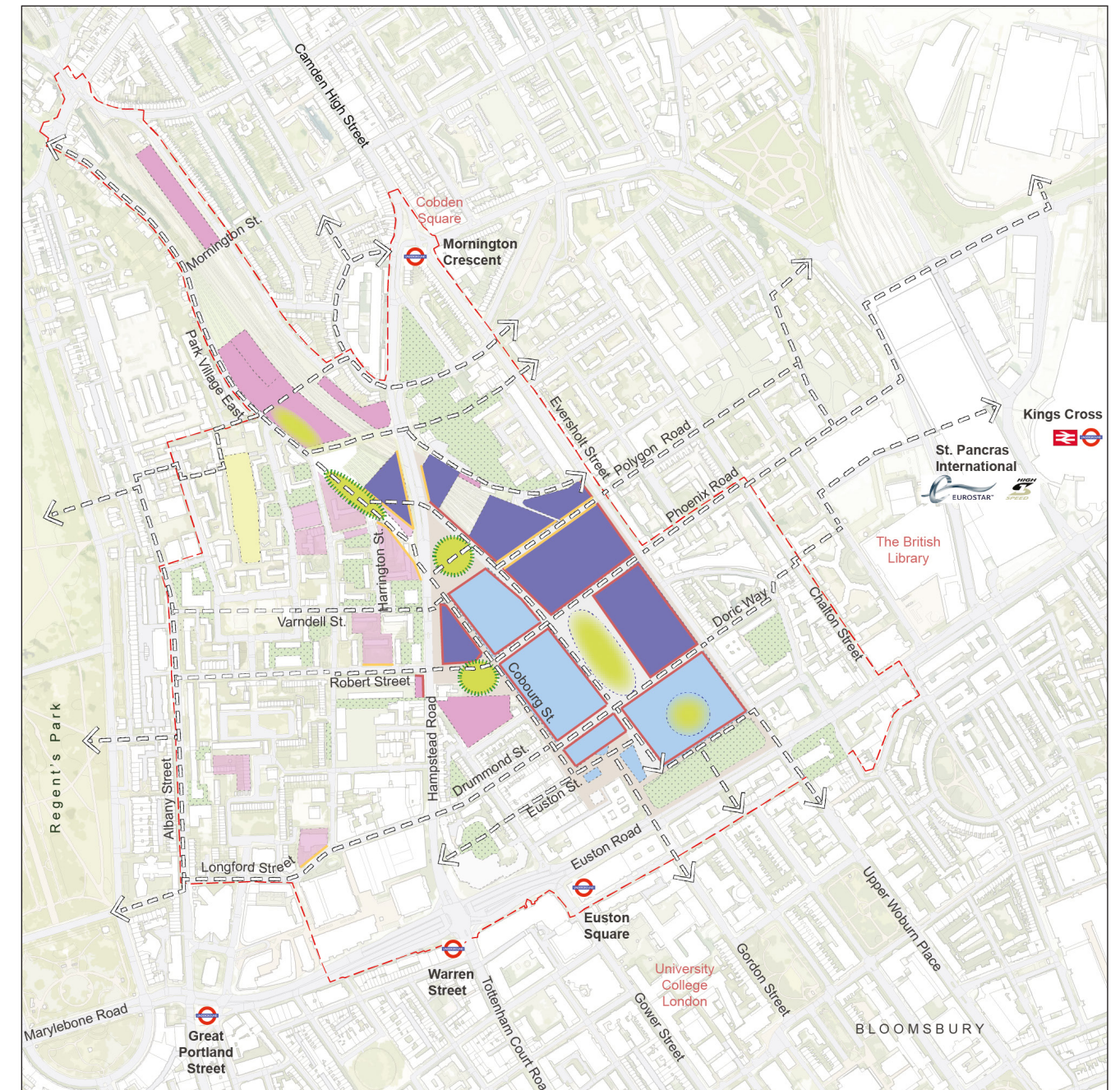


Figure 3.2 Overall land use strategy for Euston which should be applied to any form of station redevelopment



Programme.

### **Affordable housing and housing mix**

Affordable housing will be sought in line with policy in the Camden Local Plan and the London Plan. Development will be required to provide the maximum reasonable level of affordable housing on individual sites. Affordable housing provision should be consistent with the guidelines on tenure and dwelling size priorities set out in the Local Plan and Camden Planning Guidance on Housing. Camden Council's preferred tenures are social-affordable rented housing, which includes homes at target social rents and at benchmark London Affordable Rents, and intermediate rented housing. Camden Council particularly prioritises delivery of social-affordable rented homes that are suitable for families. Camden Council's guidance on Housing provides more details on how Local Plan policies are implemented for affordable housing.

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

Local businesses and other organisations have highlighted difficulties faced by staff in accessing residential accommodation in Camden. The provision of intermediate housing as part of the affordable housing mix can help to address such issues by providing housing at less than the market

rate that is available to a wider range of local residents and employees than social-affordable rented housing. Intermediate housing provision should be consistent with Camden Planning Guidance on Housing, and affordable to households whose annual income is no more than the maximum set out in the London Plan and subsequent Annual Monitoring Reports.

A range of unit sizes will be sought, reflecting the priorities set out in policy of the Camden Local Plan and associated guidance.

### **Ensuring a high-quality environment for residents:**

Quality of life for residents must be at the heart of the design of new homes and the environment around those and existing residents. Particular regard should be given to the need to avoid and mitigate the potential impacts of noise and vibration from transport infrastructure and services on the amenity of existing and future residents including new landscaping and planting.

The design of new homes must follow London Plan guidance. In particular, the design of the homes should favour diversity of housing types, enable the delivery of mixed tenure, maximise the amount of dual aspect homes, ensure thermal comfort and good indoor air quality and noise, be energy efficient, have good access to views and daylight, and provide good access to shared public open spaces.

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

## **Economy and employment**

In light of its location in the Knowledge Quarter, the Euston area has great potential to capitalise on the burgeoning cluster of science, knowledge and creative industries and to meet the strong demand for new floorspace by these sectors through the redevelopment of the station. Recent years have seen successful high-profile developments in the area, such as the Francis Crick Institute, and there is a significant pipeline of forthcoming developments, including the British Library extension and the relocation of the Moorfields Eye Hospital to the St Pancras Hospital site. The significant development potential at Euston is a once in a generation opportunity to secure transformational regeneration fully realise the economic potential of the area and maximise the benefits from new development and new jobs for the local community. This section focuses on the creation of suitable floorspace for knowledge economy uses. Whilst other uses such as shops and leisure uses also contribute to the economy and employment, these are addressed separately in the retail and leisure section below. The majority of employment uses will be focused within the Euston Station and Tracks area, therefore for commentary on the delivery of these elements please view section 4.1 of this plan, and appendix 1 to view the delivery plan summary table.

### **1. Amount and distribution of new employment floorspace**

Given its location in the Knowledge Quarter and CAZ excellent transport connections and neighbouring activities Euston provides a major opportunity to attract high value, knowledge-based employment and activity in the science, innovation, educational

and creative sectors. The area has the potential to accommodate in the range of between 119,000 sqm and 289,000 sqm of employment floorspace supporting between 8,000 and approximately 17,500 jobs. The amount of floorspace appropriate will be dependent upon the footprint and design of Euston Station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with the plan objectives and policies. A comprehensive scheme is likely to be capable of supporting a higher level of employment floorspace, and create a suitable environment capable of securing higher value employment and realising the full potential of the knowledge economy at Euston.

New employment uses will be focused on the Euston Station site, with further uses on the Euston Road Central London Frontage where opportunities emerge, and smaller scale uses in neighbourhood centres where appropriate.

The total employment floorspace would provide lower delivery than that identified in the London Plan and the Camden Local Plan, reflecting additional constraints and limited decking opportunities over the station and tracks, with the higher level of floorspace possible if a scheme which redevelops the Network Rail station progressed.

### **2. Prioritising knowledge economy floorspace**

Euston lies at the heart of the Knowledge Quarter, a unique cluster of academic, cultural, research, and scientific organisations, which have been attracted to the area by the excellent transportation links,



highly skilled workforce, high-quality office and lab spaces, concentration of knowledge economy organisations, and outstanding retail, art and leisure offer. The Knowledge Quarter is now home to world-class scientific and knowledge-based institutions and companies that specialise in areas like life sciences, data and technology, and the creative industries. The Council will continue to support the Knowledge Quarter prioritise employment floorspace for the knowledge economy and ensure its success benefits the local community.

A Science and Innovation Audit of the Knowledge Quarter area, sponsored by the Department for Business, Energy & Industrial Strategy, was completed in November 2018.

The Audit highlights the vital role of the Knowledge Quarter as an ‘incubator for the UK’, developing cutting-edge technology that is subsequently commercialised throughout the country. The Audit confirmed the area’s reputation as an international player in:

- Life sciences: Emerging infectious diseases, including antimicrobial resistance; musculoskeletal pathology associated with ageing; dementia
- Cultural, scientific and heritage collections: Digital archiving, curation and publishing
- Data sciences: Machine learning, a form of artificial intelligence

Key to the continued success of the Knowledge Quarter is the availability of suitable floorspace where knowledge economy organisations can relocate and grow, and where spin-offs and start-ups can establish themselves, close to other knowledge economy organisations.

Knowledge economy organisations thrive when they are able to cluster and thereby benefit from agglomeration effects, such as a strong talent pool, knowledge sharing and opportunities for collaboration.

Currently knowledge economy organisations compete for limited floorspace with other businesses and organisations in the wider economy as well as other land uses. The Council will therefore support and prioritise the creation of suitable floorspace for knowledge economy uses in the Euston area. Other employment uses will be supported where it is proven that these reflect current and emerging needs of the knowledge economy. New developments should show how they meet the needs of the knowledge economy and the Knowledge Quarter and that they contribute towards the continued growth and strength of the Knowledge Quarter. This should be set out in a Employment, Learning and Training Strategy (see below for details).

The Council will seek to ensure that development designed for Knowledge Quarter use remains in Knowledge Quarter use when there is a change in occupier. The Council will put in place appropriate measures to prioritise Knowledge Quarter use, such as the requirement for vacant space to be advertised for alternative Knowledge Quarter use before any other uses are considered.

A combination of floorspace is likely to be required to support to continued growth and success of the Knowledge Quarter including:

- Large floorplate research and development space, likely to require bespoke property types capable of accommodating laboratory, clinical and

studio space;

- Business hub uses including flexible workspace, conferencing facilities and networking space;
- Space for small and medium sized businesses, with particular opportunities to provide for creative uses in existing fine grain neighbourhoods away from the Euston Station site; and
- Education floorspace, to provide space for associated teaching facilities.

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

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

As part of the approach to promoting knowledge based, science and creative industries, this Plan seeks to promote improvements to physical connections and

the quality of public realm linking Euston with key knowledge-based industries in Bloomsbury, elsewhere along Euston Road, King’s Cross and Camden Town.

Economic visioning work produced in support of the Euston Area Plan (GVA, 2013 and AY, 2022) highlights the importance of creating a unique character, identity and vibrancy in order to generate the most economic value and opportunities for Euston. The overall development strategy for Euston Area seeks to ensure a high-quality public realm and buildings, and a mix of uses, in order to maximise opportunities at Euston.

**Affordable workspace** is where rent is maintained well below the market rate for a specific social, cultural, or economic development purpose.

When affordable workspace is provided it should address the specific needs of Euston and the Knowledge Economy including addressing the lack of business accelerators, move on space and sector specific facilities such as wet labs. Light industrial production and maker spaces may also be appropriate. Developers should consult the Camden Planning Guidance on Employment Sites and Business Premises for further guidance on delivering affordable workspace.

The Council will consider alternative suggestions and models for providing affordable workspaces, provided that local needs as assessed by the Council, are met.

Where onsite provision is not feasible due to proven site or operational constraints, the Council will expect collaborative approaches between Knowledge Quarter businesses, such as the joint provision of off-site affordable workspace or start-up hubs.

### 3. Local businesses and employment opportunities

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

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

- Construction training for local residents: given the scale of development potential at Euston, there is potential to consider how the Construction Training Centre at King's Cross could be consolidated or

moved to meet the opportunity at Euston. Skills mapping and forecasting will need to be undertaken related to construction and other sectors.

- Skills training for local residents: This should help local residents to access end-user jobs created by development at Euston. A key priority will be providing apprenticeship opportunities for young people and employer and employment focused training
- Job brokerage: a dedicated, demand-led skills and recruitment centre to help local people access the range of end user jobs to be provided in the new development.

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

### 4. Employment, Learning and Training Strategy

It will be important to understand the provision of non-retail employment space on a site-wide basis. An Employment, Learning and Training Strategy should be produced as early as possible in the development of any proposal for Euston. This should demonstrate how partners are working together to consider employment space across the whole site and throughout all the development stages and which sets out the high-level impact of employment space

provision scenarios across the station and cutting site.

The Employment, Learning and Training Strategy should set out how the proposed vision of employment space will meet the following objectives:

- Ensuring that knowledge economy uses as defined in this policy are prioritised for all non-retail employment floor space.
- Ensuring that the floorspace needs of the knowledge economy and the Knowledge Quarter are met and that a range of types are provided, including
- Providing affordable workspace in line with Camden policy and guidance
- Providing opportunities for local residents in terms of employment and education to address deprivation and social exclusion in the local area (in line with the Social Value Charter).

### Retail and leisure

Retail and leisure uses referred to in this section include shops, cafes restaurants and drinking establishments, and financial and professional services to the public, D2 uses (assembly and leisure) and hotels.

The updating of this section has been informed by the Retail Planning Issues report prepared by Avison Young for the London Borough of Camden in 2022 and takes into account changes to government legislation, the revised number of new jobs and homes to be provided at Euston and forecasts in convenience and comparison goods expenditure.

#### 1. Distribution of retail and leisure uses

There is the potential for additional retail to be provided as part of mixed-use development at Euston, serving the needs of station passengers, local occupiers and residents, as well as contributing to the vibrancy of the area, without undermining neighbouring centres in Camden.

The Camden Local Plan allows for 16,450 sqm of net additional retail, food and beverage in the Euston Growth Area and significant additional provision in Camden Town, with the majority expected to take place at Euston. It is anticipated that in the region of 20,000 retail could be provided at Euston largely focused around and within the station, based on updated retail analysis, further work in relation to the development potential of Euston Station, the creation of a mixed and vibrant place and apparent built constraints affecting the station site. This figure would deliver net growth of up to 16,450 sqm of retail, food and beverage uses, as well as the re-provision of around 3,550 sqm of existing retail at Euston Station and would help to meet latent



demand for additional retail provision at the station based on the current passenger numbers. Although this indicative figure does not necessarily represent a fixed limit on potential retail growth at Euston, the provision of further additional retail would require very careful consideration taking into account impacts on surrounding centres as well as the contribution made to wider objectives and policies in this plan.

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

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

outside the Euston Area Plan boundary, taking into account additional retail demand created by additional passenger numbers. Please see section 4 for further details.

## 2. Type and form of new retail and leisure provision

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

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

- Euston Station site: new retail inside the station is likely to focus on serving the demands of commuter passengers, although it should consider a more diverse shopping audience too; retail above the station and on its outward facing boundaries should provide wider diversity, tailored to the needs of the local community as well visitors. It should contribute to the creation of vibrant streets and public realm;
- Euston Road Central London Frontage: additional ground floor retail where opportunities emerge;
- Drummond Street: Protect and enhance its specialist character and role as a centre for ethnic shops and restaurants particularly through measures to support the continued operation of

these businesses during and after the construction of HS2;

- Eversholt Street (south and north) and Chalton Street: Improve the character, vibrancy and vitality of these centres by building on opportunities created by change, growth and development in the area;
- Southern Eversholt Street: reinforce the neighbourhood centre by introducing retail and food/beverage along the west side of the street (Euston Station side); and
- Robert Street: Encourage active ground floor uses and potential additional trade resulting from growth and development at Euston Station.

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

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

It is important that the new and replacement retail offer meets the needs of local residents.

Some residents have cited a need for local convenience provision, including a supermarket in an accessible location with a wide-ranging offer, this should be explored.

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

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

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



### Requirements for a Retail and Leisure Strategy

For the station and OSD, it will be important to understand the provision of retail, food, drink, service, and leisure uses on a site-wide basis. As these uses will be delivered in stages across the site by different stakeholders, the Council will be seeking to understand how parties will be working together to ensure that their delivery is coordinated. An overarching Retail and Leisure Strategy should be produced jointly as early as possible in the development of any proposals for Euston. This should demonstrate how partners are working together to consider retail and leisure provision across the whole site and throughout all the development stages and which sets out the high-level impact of all potential retail and leisure provision scenarios across the station and cutting site.

A Retail and Leisure Strategy should set out how the proposed provision of retail and leisure uses in the Euston area will meet the following objectives:

- Ensuring a diverse mix of establishments, ranging in size and type, including more affordable options, independent businesses, services, and food and drink venues;
- Including local establishments that serve and are located near existing residents as well as new homes. Residents have cited a need for local convenience provision including a supermarket in an accessible location with a wide-ranging offer; the need for a supermarket should be further assessed;
- Complementing the scale and character

of the Euston Growth Area, nearby centres and not cause harm. Particular consideration should be given to the protection and enhancement of Euston's neighbourhood centres;

- Supporting the provision of affordable retail space and other commercial units. Further discussion with the Council about how this is best provided will be needed; and
- Supporting delivery consolidation and ensuring retail is convenient for people who want to walk, cycle and take public transport.

The Retail and Leisure Strategy should furthermore set out how retail and leisure uses will help to create dynamic and engaging street environments by:

- Being of a scale and character that is appropriate to the local context;
- Ensuring the use of attractive and varying treatments;
- Including uses that promote interest and animation visible from the street;
- Having a scale and fine-grained rhythm of shopfronts that create diversity and make the streets desirable places to visit.

### Requirements for a Retail Impact Assessment

Proposals for retail in Euston that exceed the amount of floorspace set out in the EAP should be supported by a Retail Impact Assessment to ensure that the provision of retail, food, drink, service, and leisure uses over all phases of Euston's development is consistent with relevant planning policy,

including the Camden Plan and EAP. At a minimum, the Retail Impact Assessment must include:

- All retail and leisure uses (including uses within Classes E(a), (b) and (d) plus those sui generis uses which relate to pubs, bars take-aways and commercial uses);
- Utilisation and analysis of up-to-date population and per capita retail and leisure expenditure data, taking into account the latest economic forecasts for future change in expenditure levels and the rate of population growth / house-building in the local area.
- The quantity, location and type of uses to be provided during each phase of Euston's development;
- An assessment of the retail market to demonstrate retail trends and viability in the Euston area, and how the retail that is being proposed is supported by the findings of the assessment, including impacts on existing retail centres;
- How the proposal is consistent with relevant planning policy, including the Camden Local Plan and EAP; and
- How the proposal appropriately meets the needs of all of local residents, station users, visitors and the local working population.

### Culture

Culture is a connecting force that should be rooted in all aspects of Euston's growth. It should be open to evolution and change and draw from all of Euston's communities and functions. Euston will not be defined by a single culture, but an array of identities that should all have an opportunity to express themselves on their own terms. The support of existing and creation of new cultural, leisure, learning and play facilities will be an integral part of development, and the experience of living and working in, and visiting Euston.

Cultural facilities should be appropriately located with priority for location in commercially-focused areas to add dynamism and people to these areas. Such uses would contribute to the creation of a democratic place that is openly accessible and welcoming to all. It will be important that these uses are delivered from the first phase of development to help create a sense of place. Assembly and conferencing space is also needed to support information-sharing and engagement among Knowledge Economy organisations. Any assembly/conferencing space should be part of a strategically-conceived cultural proposal and have a dynamic, public-facing, all-day and all-week function serving multiple audiences, including Euston area residents.

In order to inform the appropriate type and scale of facilities, an application for major development at Euston will be expected to submit a Culture Strategy that sets out how the cultural offer at Euston will be conceived and allowed to develop over time. It is expected that the Strategy will be informed by Camden's Cultural Framework and that the applicant will work with Camden officers to determine what would be an acceptable Strategy, secured via a S106 agreement.

## Social infrastructure

### 1. Mitigating the impacts of HS2

Appropriate provision includes:

- Replacement of all open space and any other sports, play or community facilities affected by the construction of HS2, in advance of the commencement works close to their original location. See also Strategic Principle EAP 4: Environment & Open Space for requirements in relation to the mitigation of impacts on open space as a result of HS2 including the re-provision of St James Gardens.

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

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

Based on current population trends and existing and potential future capacity in local schools, it is expected the level of growth outlined in this plan can be accommodated in existing facilities to be funded through CIL contributions.

New development in the Euston area would need to be supported by appropriate provision of healthcare facilities. The Euston Area Plan team will continue to work with NHS North Central London to consider

the implications of anticipated housing and employment growth for the provision of health infrastructure.

The preferred approach includes the development and extension of existing facilities rather than the provision of new facilities. Appropriate contributions will be sought from developments to help fund these.

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

### Community Strategy

In the delivery of community facilities and in support of communities, it is expected that major developments at Euston will develop a long term Strategy, for the lifetime of the development, which includes engagement with local communities pre- and during construction and in occupation, helping to build capacity for new sustainable communities. This Strategy should include:

- identifying local priorities for community facilities, and should be developed in conjunction with the local community and Council Officers;
- Provision for new facilities that are purposely designed and configured to optimally meet their community function. Spaces should be flexible and managed to promote shared ownership and rotated use among a diversity of local groups;
- Measures which promote activities and opportunities for social involvement which can support social cohesion, encourage healthy lifestyles, provide

access to nature and ecology, education, volunteering, access to services, use of play and community facilities and other relevant opportunities provided by the development

- opportunities for commercial tenants to engage in volunteering and community-based activities;
- support to local community organisations to promote financial self-sufficiency and training to include a social enterprise element of their programmes to generate income; and
- Where appropriate, set up or contribute to a bespoke community fund with appropriate management to meet the above aims and ensure sustained provision of community facilities and services. A community fund structure that has been successful is Regent's Place.

### Delivery

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

## Meanwhile uses

The construction and eventual operation of HS2 from Euston Station will create a different context for the surrounding area which may result in increased pressure for different types of uses in some places. Whilst it will be important to retain the special character of areas such as Drummond Street, there may be circumstances where properties become vacant or the uses are no longer suited to the changed context.

In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses particularly during the construction period of HS2. Consideration will be given to potential need for a permanent change of use once the impacts of the physical surrounding environment and operation of the station and tracks are known.

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

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

Given the long timescales involved in the Euston OSD development, it must embrace opportunities to deliver meanwhile uses across the site, and support and empower local communities/businesses to co-create



these. Meanwhile uses should offer the opportunity to test out creative concepts and uses utilising local skills and knowledge which could inform the final development. Euston OSD will be expected to deliver a Meanwhile Use Strategy, working with delivery and other local partners and will be secured and agreed by the Council via a S.106 legal agreement. The strategy should address the priorities that matter most to local people, working with local communities and delivering meanwhile-use projects that illustrate, and will help deliver, Euston's potential. It should consider how meanwhile uses can be used to support and integrate phasing where necessary.

The tightly constrained site at Euston means that the widest definition of meanwhile uses will be applied to include proposals for supporting the local community and businesses through the construction. Uses which are varied in nature and duration will be considered, including shorter term one off events (e.g. fairs, festivals), regular events in the form of on-going training programmes or activities or longer term, more stable uses, occupying spaces or buildings (e.g. co-working, urban gardens etc.).

Where appropriate, meanwhile uses should help to set a precedent for broader aspirations for development, such as expectations around sustainability, greening and social benefits. Different uses and events may have specific project objectives, but more broadly speaking, the strategy should seek to deliver a portfolio of projects which work support the following objectives:

- Delivering community priorities;
- Delivering social value (as defined by the Social Value Charter)

- Mitigating the impacts of construction work;
- Ensuring a positive experience of Euston for residents, businesses and travellers;
- Ensuring that Euston as a place is celebrated positively;
- Realising early benefits of the legacy aims of the scheme;
- Embracing the scope to test uses,
- Testing creative approaches to place creation and future uses for Euston OSD;
- Embracing the opportunity of transition to test new ways of doing things and share this learning widely, for example changes to the highway network necessitated by construction should be used to test longer-term opportunities); and
- Build confidence in the delivery partners to deliver and to work with communities

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

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

## Health and Well-being

Significant parts of the Euston area perform poorly in relation to health deprivation and disability. In combination with the development plan and other planning guidance, the policies in this Plan aim to engender a positive approach to health and well-being. The creation of healthy environments for people of all ages across the Euston area will be a key consideration when the Council assesses planning applications. Applications for major development at Euston will be required to include a Health Impact Assessment. The Council's Public Health Strategist should be consulted in its preparation.

It will be important that applicants demonstrate how they have considered this important cross-cutting theme from an early stage, providing for a healthy environment, active travel, open space, fitness opportunities, safety and security, animated street life, connectivity and accessibility across Euston, the delivery of integrated community facilities and programmes, cultural opportunities and social spaces for all of Euston's communities.

The successful delivery of all of these elements is essential to making Euston a thriving place and should be planned for in all construction stages. When proposing works to the highway, TfL's guidance on healthy streets should be fully considered and a 'healthy streets check' for designers should be undertaken.

## Safety and Security

Engagement with local communities has highlighted longstanding concerns, about crime and anti-social behaviour. Feeling unsafe actively works against a sense of community.

In line with Local Plan policy, all development will need to incorporate measures which support Euston as a place that is safe, secure and inclusive. We will expect a robust approach to both design of development to minimise future potential for anti-social behaviour (including potential displacement from the masterplan area), and in terms of the construction method, ensuring overlooking, rights of way, adequate lighting and ease of wayfinding are considered.

Development must demonstrate:

- The highest quality design and delivery of buildings, open space and public realm;
- Active frontages and good street lighting;
- Clear sightlines and unobscured routes and buildings access;
- Maximisation of natural surveillance;
- Pedestrian-centred street network and public realm;
- Security measures for HS2 and TfL assets should be minimised within the public realm and integrated into building design as a first preference; and
- Security measures that are obtrusive or overwhelm the public realm will not be accepted. Any security structures or monitoring must not detract from the public's ability to access or enjoy the space.
- a site-wide approach to community safety, security and maintenance of the public realm which should be managed in line with the Mayor's Public London Charter.

### Inclusive Growth and delivering Social Value

Significant parts of the Euston Area are included in the 10-20% most deprived LSOAs in England with below average earnings and lower educational attainment when compared to the Borough as a whole. Development at Euston should help to address these disparities.

In order to ensure that investment at Euston delivers benefits where they are most needed, the Euston Social Value Charter has been developed by The Euston Partnership to ensure there is a commitment amongst member organisations and existing and future contractors and occupiers to support social, economic and environmental improvements in the wider Euston area, benefiting local communities and residents.

It is intended that the Charter will be in place throughout the lifetime of the project, during construction and when the development is built out. All major developments in the area will be expected to sign up to the Charter and commit to deliver on its objectives and commit to providing regular monitoring information.

In addition, proposals for OSD will be expected to be supported by a comprehensive Employment, Learning and Training Strategy to be agreed with the Council.

During the operational and construction stage, it is expected that long-term commitments will be made to the following:

- Provision of job and training opportunities in the creative, digital and scientific sectors for young people from underrepresented backgrounds;
- Provision of apprenticeships and locally targeted recruitment;

- Funding to support the provision of an employment brokerage service in Euston. This could include funding for suitable space from which the service would operate and ongoing recruitment activity on behalf of local employers, the Development Partner and the Council. The service would also provide appropriate training and career progression support. A strategy for the service's continued sustainability should be agreed with officers;
- Delivering education, skills and training programmes for local schools and the local community to increase the knowledge of and interest in science and support careers in these fields;
- Engaging and building links with local stakeholders and communities in advance of and throughout the period of occupation, including any change in occupier;
- Providing incubator space and support for local start-ups and SMEs and
- Coordinating and collaborating with other businesses and organisations in the Knowledge Quarter to explore synergies and maximise the impact of the above activities

In order to promote inclusive growth during construction and operational stages, additional measures will be considered for incorporation in the Employment and Training Strategy, including commitment to payment of the London Living Wage, work experience for people of all ages, support of local Business Improvement Districts, scholarships for Camden residents and pathways to employment for those with Special Educational Needs and Disability (SEND) and long-term health conditions.

### Providing for all ages

In order to help address lower-than-average educational attainment in Euston and concerns about youth safety, Euston development must establish links with children and young people as a core part of community facility and service delivery.

Employers who establish in Euston will be expected to take guidance from the recommendations of the report of the Camden STEAM (Science, Technology, Engineering, Arts and Maths) Commission to provide meaningful skills development and work opportunities for young people. Development should deliver a coordinated programme of creative, digital and scientific learning specifically drawing on the organisations in Euston and the needs of area children and youth;

Proposals should take guidance from the recommendations of the Youth Safety Task Force to develop youth facilities and programmes that reach young people during and outside of school hours; and

Development should provide space that meets the needs of children and young people of all ages – play areas for younger children and safe, functional social spaces for young men and women. Development should deliver space for young people that they know is their own and engenders a sense of belonging. In order to achieve this, proposals must set out a plan for co-designing spaces with local young people.

Older members of the Euston community face challenges of social isolation and physical barriers. In order to address this, development must:

- Create an environment with convenient and legible connections with accessible routes to shops, open spaces, schools,

social spaces, support services and other community facilities. Connections through and across the station are essential to achieving this;

- Based on the availability of funding for community programming and a further assessment of need, support existing organisations serving older adults in Camden and consider promoting intergenerational programming. On the success of existing initiatives in Camden, the Council is seeking opportunities to connect children to older community members.



### 3.3 Design Strategy

**Relevant objectives:**

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

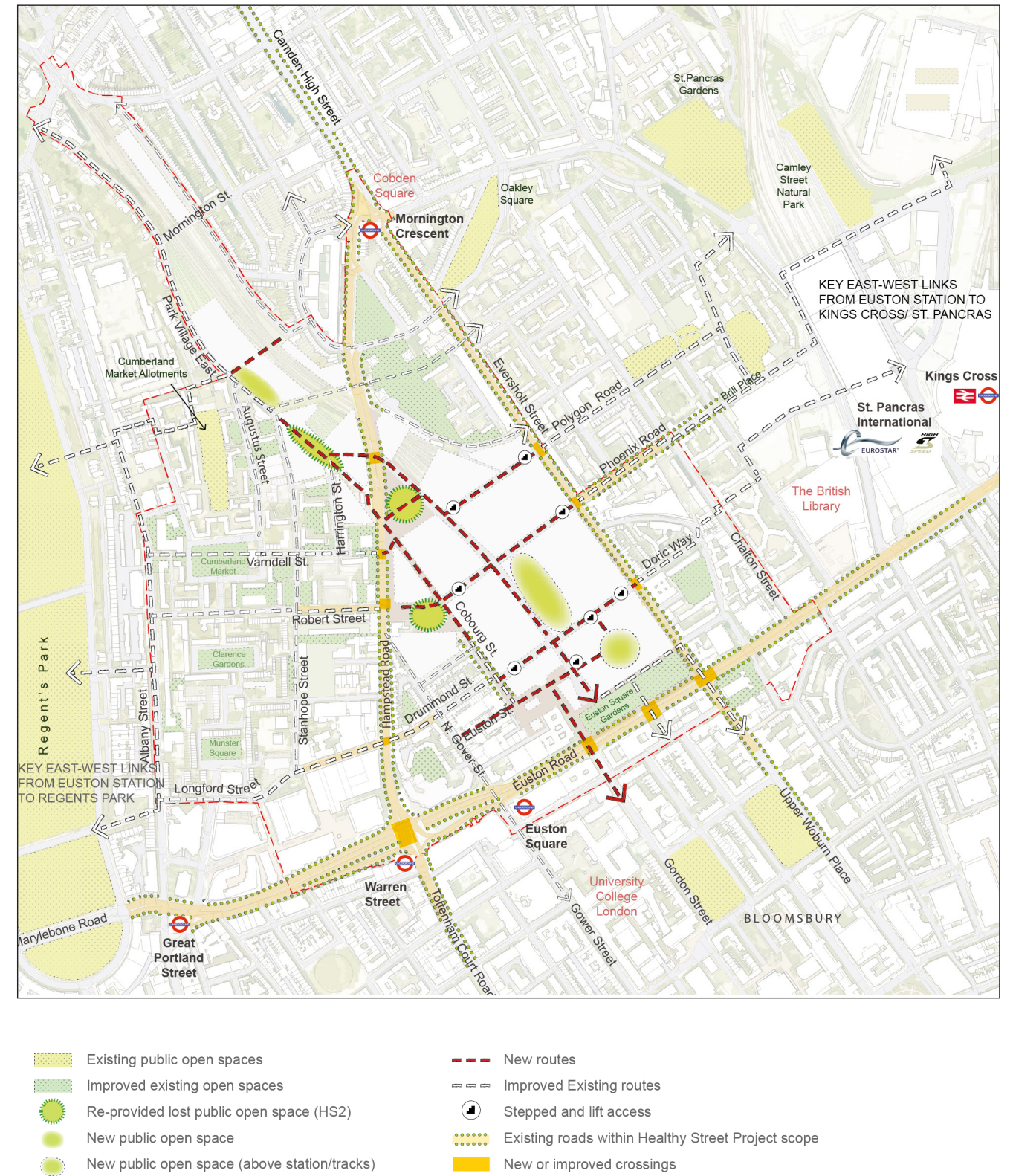
**Strategic Principle EAP 2: Design**

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

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

1. Improving connectivity by enhancing existing and providing new east-west and north-south links, reinstating the historic Euston area street pattern and improving wayfinding;
2. Transforming the public realm through improvements to streets and the buildings that front them;
3. Creating an integrated piece of city that sets a world-leading standard for low-carbon design and sustainable living;
4. Providing uses that create interest and activity along key streets to enliven streetscapes and make them attractive and safe routes;
5. Creating a green network of new and improved routes, open spaces and

- squares which connects with London's wider network of open spaces;
6. Ensuring that development is of the highest architectural quality
7. Ensuring that all buildings and places are inclusively designed and useable by all to promote equality of opportunity;
8. Responding to the scale and character of existing buildings, and context;
9. Protecting and enhancing designated viewing corridors, heritage assets and their settings that are sensitive to change;
10. Ensuring world-class station design and a comprehensive and co-ordinated approach to above-station development across both stations;
11. Ensuring that commercial buildings are designed in a way that fosters an environment of inclusivity and collaboration between different Knowledge Quarter users and their local communities by maximising the openness and permeability of new buildings, by avoiding closed campus-style developments, and by enabling wider public access to facilities intended to serve the development like lobby spaces, roof gardens, cafes, and gyms wherever possible; and
12. Ensuring that Commercial buildings are designed flexibly to support future reconfiguration for different activities and uses (e.g. offices to laboratories) and where possible include flexible floorplates, plant room and mechanical and electrical systems.
13. Ensuring that tall buildings at Euston are of exceptional architectural quality and



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



exemplary in terms of sustainable and low-carbon design in order to minimise their visual and environmental impact.

**C: The strategic viewing corridors will limit development heights in the Euston area. Based on analysis of the surrounding built context, character areas, and modelling of potential impacts on strategic views, the definition of a tall building in the EAP is set at 45 meters AOD and above. Locations appropriate for buildings above 45 meters are indicated in Figure 3.4, subject to design, heritage policy and local view considerations. There will be a general presumption against tall buildings outside of the locations designated as appropriate.**

**D: This policy sets out the strategic design principles for the EAP area and should be used to develop detailed Design Codes for the following sub-areas within the EAP: Camden Cutting; and Euston Station and Tracks. Design Codes for these areas should be developed by the Master Development Partner (MDP) in partnership with the Council and local communities and should build on the design principles set out here and in the more detailed Places chapter.**

### World-class station design and integrated above-station development

Euston Station is a major London transport hub and a national gateway to the capital for passengers from the north. Euston's role as transport hub will increase with the arrival of HS2, which presents an opportunity for Euston to become a destination in its own right, as has happened at St Pancras and King's Cross. The station also plays a major role in the local area both because of its function and status. However, its bulk and scale create a barrier to movement through the wider area.

The redevelopment of the station site forms the key driver in the regeneration of the wider Euston area and it is essential that the new station and development above and around it should be of the highest urban design and architectural quality. The design of the redeveloped Euston station should contribute towards improving the station's relationship with surrounding communities, through sensitive design and uses which also meet local needs.

Space around Euston station, and in Camden generally, comes at a premium. The roof of Euston Station provides a unique opportunity to create both new development and accessible public open space. A priority of the HS2 and Network Rail station designs and the over site development masterplan should be to enable development and capitalise on the opportunities the roof space would create.

The roof over station development should be designed to be well-integrated into the urban realm around it and provide publicly accessible new places for the new communities as well as existing wider

communities to use. Should space on the roof be required to support the operation of the stations, such as for plant, servicing, other infrastructure, or glazing, these elements should be well incorporated into the overall design and masterplan and not have a detrimental impact on the usability or quality of space on the roof.

A mix of new and existing retail, employment, leisure, cultural and educational uses will play a key role in helping to transform the station area, capitalising on the existing assets in the area such as Drummond Street and the vast array of institutions and knowledge uses. This will help to ensure that a clear identity and sense of place at Euston is created and benefits the surrounding context.

Further policy and guidance on design issues for the station site is provided in Section 4.1 of this document

### Improved connectivity and transforming the public realm

Euston Station is a barrier to east-west and north-south movement across Euston. Creating new east-west and north-south routes through the station area is therefore a key aspiration of the Euston Area Plan. This will bring together communities to the east and west and position the redeveloped station at the heart of Euston. It will also allow people to move north much more easily to Camden Town and beyond. Better connections to and across the station will help to connect local communities to new job opportunities and provide healthier and more sustainable travel options.

While ground-level streets across the station site would best meet the objective of

improved permeability, some routes would need to be provided at upper levels above the station or through the station concourse if the Network Rail station is retained at its current level and footprint. The new routes should form a continuation of the existing street network and should be designed to appear and feel like streets, including being open to the sky, being of the highest urban design quality, and being open to the public permanently and around the clock. All relevant stakeholders should coordinate the creation of new routes to ensure their earliest possible opening, working around development plots and construction phasing, and finding interim solutions where necessary.

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

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

Figure 3.3 shows a number of key new and improved connections that should be created through a masterplanned approach to new development in the area and which will be sought to improve connectivity and provide a more pleasant and greener street environment



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

New open spaces and public squares should be provided at appropriate locations to replace the open space lost to the construction of HS2 and to meet the demands of additional travellers, residents, and workers. These should be linked to each other as well as with the existing open spaces around the area with convenient and attractive pedestrian connections to create an integrated network of public open spaces and squares.

There should be clear definition between public open space and private areas, with good overlooking of spaces and routes by other uses in order to create safer streets and public spaces.

### **Active frontages along key streets and routes**

A number of areas (including neighbourhood centres and Euston Road Central London Frontage) already provide active frontages. Active ground floor uses should be maintained and enhanced in these locations. Active frontages can be provided in a range of ways, including shopfronts, doors and windows onto the street, as long as the main purpose of creating interest, activity and overlooking is achieved. Excessively large office or residential lobbies that lead to an appearance of inactive spaces and the fragmentation of retail frontages should be avoided.

Opportunities should also be taken to provide more active frontages where sites and buildings currently fail to address the street, both in terms of improved building design and, where appropriate, more active

land uses that generate additional activity, overlooking of the street and increased safety. The provision of more active uses around the perimeter of Euston Station is a particular priority and along new routes, whether at ground or upper levels. Other priorities for

the creation of active frontages and uses are highlighted for each sub area in Section 4.

### **Building heights, massing and scale**

Euston's potential role as a major economic driver within the Central Activities Zone (CAZ) and its function as a major transport hub make it a suitable location for optimising development opportunities and increasing density, including well-designed taller buildings in specific locations.

Based on analysis of the surrounding built context, character areas, and modelling of potential impacts on strategic views, the definition of a tall building in the EAP area is set at 45 meters (above existing ground level) and above. Locations appropriate for taller buildings above 45 meters are indicated in figure 3.4. Potential acceptable heights are indicated in the key/place chapter.

General heights that may be appropriate for new development are illustrated in figure 3.4. and are based on an analysis of the surrounding built context. The general heights shown would allow development that does not encroach into Protected Vistas (Landmark Viewing Corridor and Wider Setting Consultation Areas) identified in the London View Management Framework SPG (LVMF). However, there may be

impacts on local heritage assets, local views and context which would need to be addressed (please see Appendix 3 of the EAP Background Report for further detail).

The Viewing Corridors and associated Wider Setting Consultation Areas of View 5A.2 and 6A.1 identified in the March 2012 LVMF indicate a height threshold of approximately up to 30 metres high from ground level. This equates to between 53 metres and 54.2 metres AOD, depending on the ground level which varies across the plan area.

Following detailed assessment and testing of views, it has been established that building heights may go up to 38m without extending over the existing built skyline or natural horizon ridge and without causing harm to the views.

Within the Wider Setting Consultation Areas (background) of 5A.2 and 6A.1 there are potential locations for taller buildings in areas that are screened in the relevant view by the dome of St Paul's Cathedral and in some circumstances by other buildings. In these locations buildings heights could range between 45-60m (circa 14-18 residential storeys) which equates to between 66 metres AOD and 84 metres AOD. Any building which encroaches on the LVMF will be subject to consultation with the GLA.

There could also be development potential for a tall building at the south-west corner of the station (up to 55 metres above ground level) on the site of the now demolished One Euston Square. Any proposal for a tall building at this location on this site should seek to make a positive contribution to the strategic view corridors and would be subject to consultation with the GLA regarding height, massing and design.

The indicative heights shown in Figure 3.4 are measured from existing ground level based on Ordnance Survey Data, and assume a general residential storey height of 3.3 and commercial storey height of 4.3 metres; therefore where development is above station buildings or infrastructure this will need to be taken into consideration. Within the Wider Setting Consultation Areas (background) building proposals taller than 30 metres above ground level (up to between 53 metres AOD and 54.2 metres AOD) should be thoroughly tested against the LVMF.

A detailed view assessment should be conducted using Accurate Visual Representation (AVR) that shows location of the proposed development and also illustrates the degree to which the development will be visible, its detailed form and the proposed use of materials. It should demonstrate that the proposal does not harm, and seeks to make a positive contribution to, strategic and local views (including views from adjoining boroughs, such as those from Regent's Park and views identified in the EAP Background Report), the character of the surrounding area including the settings of heritage assets (see English Heritage Guidance on the Setting of Heritage Assets, 2011), and that it contributes positively to the London skyline. A taller building to the north-east of the station (as shown in blue in figure 3.4) would need to be less than 60 metres tall from approximate ground level (which equates to between 82 metres AOD and 84 metres AOD) to not affect the setting of, and views within and of, nationally important heritage assets including Regent's Park and Chester Terrace.



Proposals for development which rise above the generally acceptable height indicated for that location but below the 45m threshold for tall buildings will need to demonstrate that they would not have harmful impacts on the LVMF or local views, using the methodology set out above. All proposals which rise above the 45m threshold will need to demonstrate wider compliance with Tall Building policy.

Where buildings currently detract from existing strategic views, the consideration of the potential for redevelopment to contribute to the enhancement of these views will be encouraged.

In addition to being of the appropriate height and in the right location, tall buildings must be of the highest architectural quality. Tall buildings have a significant impact not only on the skyline, but also at street level. Establishing a clear base, middle and top of the building will help each part respond to the function of the building and context of the surroundings. Roof plant should be integrated in the building envelope. The base should have a direct relationship with the street. The scale and detail should be of a finer grain responding to context and considering how people will interact with it. The design of tall buildings should take particular consideration of the relationship with its lower neighbouring context.

Tall buildings tend to have significant impact at street level in light of their access and servicing requirements as well as their overshadowing, wind effect and microclimate, and should be arranged not to negatively impact on the building's relationship with the street, the public realm and the provision of active frontage. In particular the location, height and massing of tall buildings must have a positive

relationship with the character and use of adjacent and surrounding open space.

Tall buildings tend to use more energy and emit more carbon per square meter than lower-rise equivalents. To minimise their environmental impact, tall buildings at Euston therefore need to be exemplary in terms of sustainable design and minimising whole life-cycle carbon emissions.

Where a tall building is proposed near other existing or proposed tall buildings, the relationship between these buildings should be carefully considered. Any clustering of tall buildings should be carefully managed, coordinated and defined through the design process and in design codes. Negative cumulative impacts of tall buildings, including on views, public realm, microclimate and amenity of neighbouring properties, should be minimised.

**Protecting the amenity of residents**

The amenity of existing and future residents will form another important consideration in assessing the layout and scale of development. As required under policy Camden Local Plan Policy A1 Managing the impact of development should not harm the amenity of occupiers and neighbours, including in relation to noise, air quality, sunlight and daylight, overshadowing and outlook, and visual privacy and overlooking.

**Conserving and enhancing heritage assets**

The London Borough of Camden will seek to ensure that new development in the Euston area is of excellent design quality

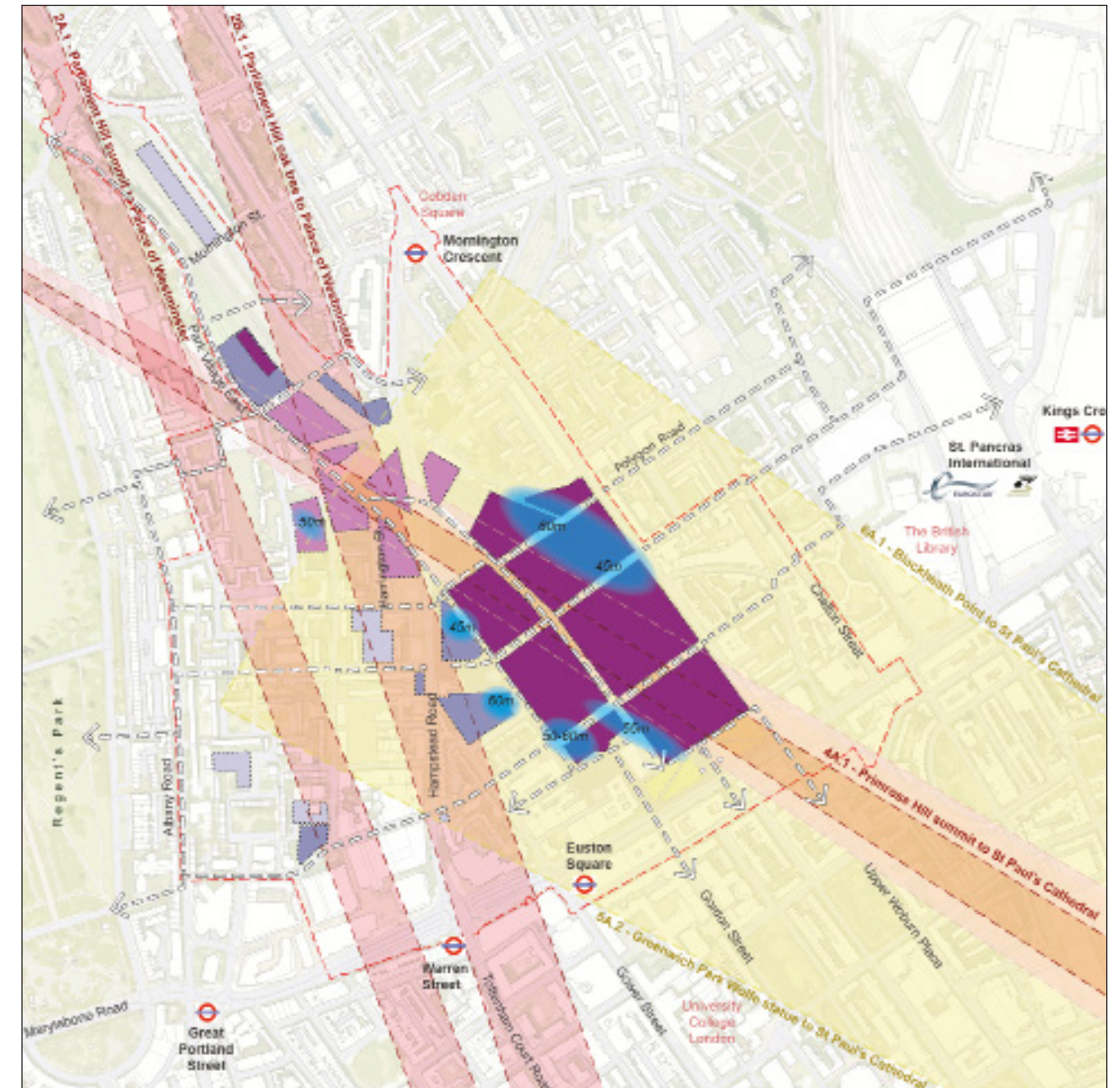


Figure 3.4 : Illustrative masterplan to show potential general building heights and Protected Vistas – these are indicative only, and are assuming storey heights from an average ground level



and complements local character and scale whilst making the best possible use of land.

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

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

### Designing inclusive spaces that promote collaboration and interaction

Key to the continued attractiveness and success of Euston is the quality, vibrancy, and distinctiveness of the place, one that it is open, accessible, and inclusive to all. The quality of place is also important to help support interaction, collaboration and innovation not just in offices and academic spaces, but in public spaces, parks, leisure facilities, and cafes.

Development proposals should demonstrate how opportunities for making their facilities, including lobbies, cafes, restaurants, gyms and roof gardens, available to the local communities have been maximised.

Developers should prioritise active ground floor uses and facilities that provide a clear visual and physical connection between the development and the surrounding streets, as well as permeability between buildings.

### Delivering flexible workspaces

Workplace practices have evolved rapidly in the past decade to respond to greater use of technology, competition for talent, changes in working styles and pressure for increased productivity and cost efficiencies. More recently the Covid-19 pandemic has highlighted how unforeseeable challenges can change work patterns and how workplaces must adapt accordingly.

To be able to meet future changes and challenges, including sustainability targets and reducing carbon footprints, flexibility needs to be designed into the fabric of buildings themselves to avoid future demolitions and provide for effective reuse. Commercial buildings in Euston should be designed to be flexible and adaptable to support a range of knowledge economy users or future reconfiguration for different activities and users. One way to achieve this level of flexibility is through the use of a flexible floor plate, which requires careful consideration of the location of fixed building components such as lifts, service risers, plant and bathrooms.

### Design Codes

Design Codes should be prepared for the Camden Cutting and Euston Station and Tracks sub-areas of the EAP as these are likely to see the greatest amount of development and transformation.

The process of developing Design Codes for these areas should be led by the developer

in conjunction with the Council and based on effective engagement with local communities about its content. The Code should be prepared and submitted as part of any outline planning application. An acceptable Design Code would form part of the control mechanisms of a planning permission for masterplan-led development.

Design Codes are part of the planning toolset available to the local planning authority, local communities and developers to ensure that the masterplan vision defines and delivers design quality.

The primary purpose of the Design Code is to:

- Illustrate design requirements in a simple, concise, visual and numerical manner, in order to set out detailed design parameters for the masterplan;
- Demonstrate that design quality has been defined as part of a transparent, collaborative and iterative community engagement process;
- Ensure high-quality design for the built form and the public realm in the Camden Cutting and Euston Station and Tracks sub-areas. This should include detail considerations of Climate, Community and Urban Character;
- Deliver a coordinated character of the physical environment that detailed proposals will build over time;
- Provide design rules to form the brief for architects, landscape architects and design teams of the future phases of the proposed development;
- Act as an assessment aid for client, local authority, community and stakeholder

during design reviews during the pre-application and planning application process.



### 1.4 Transport strategy

**Relevant objectives:**

1. New streets above the station and tracks
2. Improving the environment along Euston Road
3. Promoting sustainable travel
4. Enhancing existing public transport
5. Planning for future public transport

**Strategic Principle EAP 3: Transport**

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

- providing for the effective onward distribution of passengers, with the majority of onward journeys made by walking, cycling and public transport;
- delivering a sustainable transport system and streets that are accessible and inclusive for all
- adopting a Healthy Streets approach to the design of streets
- transforming streets and places to enable an increase in walking and cycling,

- reducing the dominance of motor vehicles on roads in and around Euston and reducing and mitigating the impact of transport-based emissions and noise in and around Euston and
- providing new east-west links across the station and tracks site for pedestrians and cyclists.

**B: Key transport measures to address existing transport issues, mitigate HS2 and the redevelopment of the Euston Station site, support growth and development generally in the area will include:**

- Measures to promote walking and cycling, including new routes (that connect with the borough-wide network set out in the CTS and TfL's Strategic Cycling Analysis), infrastructure and facilities, enhanced signage and significant public realm improvements, in order to reduce pressure on the public transport network and to make it easier and safer to walk and cycle in and around Euston;
- Upgrading Euston Road, Hampstead Road and Eversholt Street
- Introducing transport and public realm improvements on residential (non-TLRN or SRN) streets surrounding the station, to enable them to cope with additional flows in pedestrians and cyclists, and minimise additional vehicle pressure on these streets;
- Enhancements to public transport infrastructure, including:
- Improvements and new connections to London Underground (LU)'s entrances

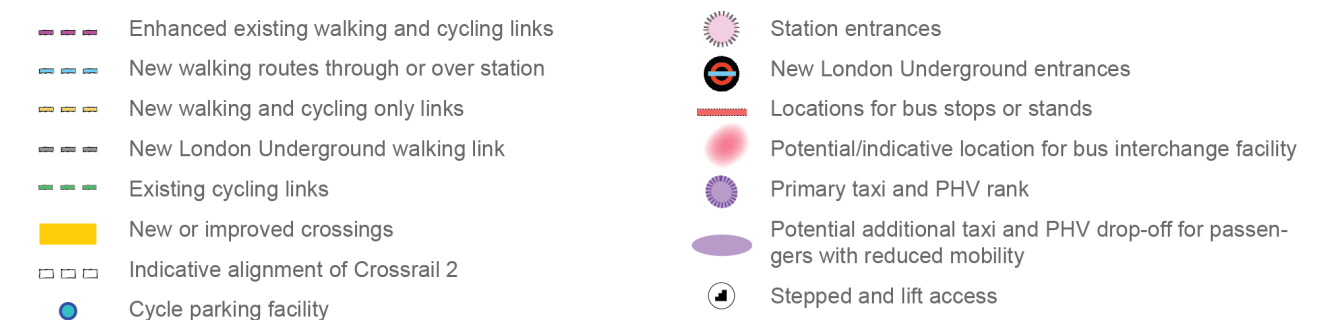
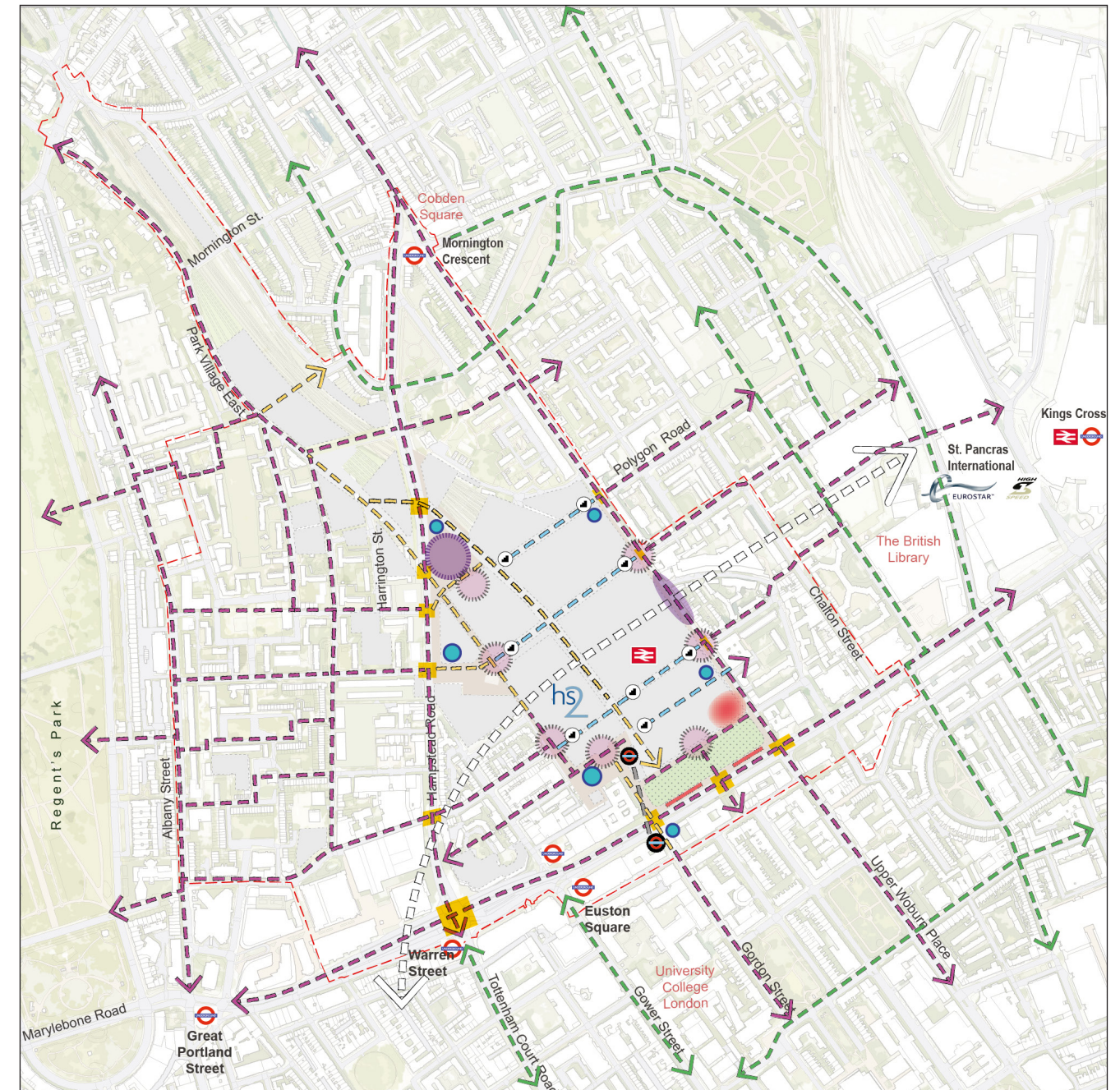


Figure 3.5 : Transport Strategy illustrative masterplan



and ticket halls

- Safeguarding the delivery of Crossrail 2 to ensure that it can be implemented at a later date
- Significant enhancements to the existing ticket hall and platform access for LU services, with sufficient space/ public realm provided at entry points to accommodate large volumes of LU passengers and other pedestrians
- Improvements to bus facilities that balance TfL's operational and passenger requirements with enhancing and enabling improvements to public realm and Euston Square Gardens and improvements for pedestrians and cyclists.
- Car free development
- Appropriate taxi and private hire vehicle (PHV) provision to meet the needs of station users, without over providing for this mode ,
- Sustainable freight modes and methods to be prioritised across the station site, in order to minimising the impacts of freight and establish options for consolidating, reducing, remodelling and retiming deliveries.
- Measures to support the introduction of an reduction of transport based emissions and the objectives of the Ultra-Low Emissions Zone (ULEZ)at Euston (see Strategic Principle EAP 4)

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

- An illustration of the type and location of measures that are needed to deliver the strategic vision for transport in Euston are set out in the proceeding illustrative transport strategy masterplan, shown in Figure 3.5 . More detail on the proposed measures are also described below and in Section 4,

**Delivering Camden and London's Transport Policy, Vision and Objectives**

All transport and public realm measures proposed within the Euston Area will need to be developed in accordance with the wider policy vision and enable delivery of the objectives of the Mayor's Transport Strategy, Camden's Transport Strategy and supporting action plans (including Camden's Road User Hierarchy) the Healthy Streets Approach and Camden's Climate Action Plan.

All proposals on Camden's Roads and across the Euston Station site (including the HS2 station) will need to align with Camden's Road User Hierarchy, which prioritises the most efficient, sustainable, and healthy modes of travel - walking, cycling and public transport above private vehicle use, as follows:

- Pedestrians
- Cyclists
- Public transport/vehicles for people with a disability
- Freight (including loading and unloading)
- Taxis
- Powered two-wheelers (motorcycles) and private cars.

Both the Mayor and Camden's Transport Strategies put emphasis on the vital role that transport and public space play in reducing health inequalities. The Mayor has established a people-centred Healthy Streets framework (see Figure 3.) for assessing the quality of the street environment based on 10 indicators which focus on public health outcomes and the human experience. This framework should underpin and inform

all transport and place making proposals developed on streets and public realm in and around Euston to ensure streets in Euston are delivering positive, public health outcomes, such as clean air and encouraging more people to choose active and sustainable modes of travel, in line with the Euston Healthy Streets vision;



**Figure 3.6 Healthy Streets Indicators, Source: Lucy Saunders**

## Promoting walking and cycling

Additional rail passenger numbers from HS2 and growth in passengers generally will generate significant additional walking and cycling trips to and from Euston. Camden and TfL also want to encourage and enable more passengers to choose to make their journeys to and from Euston by walking and cycling. As such, it is essential to ensure high-quality walking and cycling infrastructure is provided through and around Euston Station to make these journeys easier and safer. Including reallocating kerb-side space away from motor vehicles in order to prioritise and provide for more sustainable and active modes of travel (walking, cycling and public transport).

The promotion of walking and cycling for local trips forms an essential part of the approach to reducing pressure on existing and new public transport infrastructure, reducing journeys and emissions made by motor-vehicles, promoting and improving health and well-being and allowing sustainable onward movement of rail passengers, as well as people who are not passengers but live, work, visit and/ or travel through Euston.

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

### Walking and cycling mode-share targets

It is anticipated that the majority of journeys to and from the Euston Station Site and within the wider EAP area will be made on

foot, by bicycle and using public transport. For journeys of 2km, it is expected that over 90% of these journeys would be made by walking and cycling, with a small percentage of journeys being made predominantly by public transport where it is not possible to walk or cycle. For journeys between 2 and 10km, it is anticipated that around 80% of these journeys would be made by public transport and around 15% would be made by bicycle. For journeys over 10km, it is expected that over 95% of these journeys will be made by public transport.

### Connected and understandable walking routes

Existing key walking routes should be enhanced and new routes enabled through:

- Improved and new pedestrian crossing facilities, including raised crossing points, shorter crossings, single signal stage crossings and pedestrian countdown facilities
- Consistent Legible London wayfinding
- De-cluttering of footways, including removal of surplus street furniture and guard-rail fencing as appropriate
- Widened pavements and continuous footways over junctions with unsignalised side roads
- Urban greening, in particular tree planting where possible
- Improved safety and legibility for all users, particularly in locations where a high number of collisions have been identified.
- Opportunities to improve walking routes are indicated in Figure 3.5 and include:

- New links across the Euston Station site connecting Drummond Street and Doric Way, Robert Street and Phoenix Road, Varndell Street and Polygon Road, and Euston Street to Lancing Street;
- Improvements to existing, or the provision of new, pedestrian crossings and de-cluttered and wider footways across and along Euston Road, Eversholt Street and Hampstead Road. The locations of the most pressing pedestrian improvements on Euston Road are shown in figure 3.5, in order to significantly enhance pedestrian movement and safety;
- Through traffic restriction at the northern end of Gordon Street, (between the junctions with Euston Road and Endsleigh Gardens), a new entrance Underground Station entrance to Euston Square station and a significantly enhanced surface crossing point north from Gordon Street across Euston Road;
- Improvements to footways around the new underground entrance on Gordon Street, to accommodate increases in pedestrian numbers.
- A new paid underground link between Euston Station and Euston Square London Underground stations;
- Enhanced north-south and east-west pedestrian connections in the Camden Cutting area; and
- Enhanced east-west connectivity across the wider area, including between Euston and St Pancras International stations.

The detail of proposed improvements to road crossings are still to be determined, but may include changes such as converting

staggered crossings to direct crossings, widening of existing crossings, shortening of crossing distances, providing more crossing time at signalised crossings, 'pedestrian countdown' facilities or introducing 'green man' traffic light phases or new zebra crossings where they do not exist currently.

Traffic restrictions on Gordon Street will allow space for significant improvements to the urban realm on Gordon Street, which is also the proposed site for a new Underground Station entrance. This entrance should be as small as possible, minimising its impact on the public realm and pedestrian and cycle movement.

As part of any future development proposals, consideration should also be given to what other changes to the road network could potentially be implemented in order to improve conditions for pedestrians.

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

### Cycle routes and facilities

TfL and the London Borough of Camden seek to strongly promote and enable an increase in cycling (in line with the mode share targets set out above and in Camden's Cycling Action Plan). This would be enabled by providing the infrastructure and supporting measures required to make cycling safer, easier and more accessible to more people living in, working in, travelling through and visiting Euston.



To enable a significant uptake in cycling, high quality, physically separated cycling infrastructure and improvements at junctions for cyclists are required, in line with the principles set out in the London Cycling Design Standards (LCDS). A network of primary cycle routes, including physical separation from motor vehicles and separate signal phases/ stages at signalised junctions, will be provided on key transport routes/ corridors throughout the Euston area, with secondary cycle routes provided on low trafficked residential streets. These new cycle routes will facilitate the development and implementation of the primary and secondary cycle networks, in the Euston Area, that are shown in the proposed cycle network map in the Cycling Action Plan, connect to the borough-wide cycle network and link Euston Station and new developments in Euston with the surrounding area.

TfL and the London Borough of Camden will seek to provide cycling improvements along the following routes:

- Upgrading Euston Road, Hampstead Road and Eversholt Street (through the Euston Healthy Streets scheme), to better support walking, cycling and buses, improve road safety and reduce the dominance of motor-vehicles.
- North-south cycle lanes or tracks are proposed along Hampstead Road with signalised and physical connections into the wider cycle network at the junctions with Euston Road/ Tottenham Court Road and Camden High Street/ Crowndale Road.
- Enabling safe and easy cycling along the full extent of Eversholt Street.

- Enabling safe and easy east-west cycling through Euston through the provision of high quality cycling improvements along Euston Road, including at all signalised junctions.
- Enabling safe and easy east-west cycling through Euston through the provision of high quality cycling improvements along Euston Road, including at all signalised junctions.
- Improvements to east-west cycling routes including through improvements to Euston Road and new connections across the Euston Station site.
- An improved north / south route via Gordon Street./ Cobourg Street and the new north south street above the station - Whittlebury Street, including an improved crossing point for cyclists over Euston Road, at the junction with Gordon Street.
- An improved north/ south cycle route on Albany Street
- Measures to reduce traffic and improve cycling in the residential areas to the east and west of Euston Station.

Some of the measures for making cycling safer and easier along these routes could include:

- Segregated cycle lanes
- Facilities for cyclists to bypass bus stops
- Separate signals for cyclists at signalized junctions
- Advanced stop lines
- Traffic restriction/ calming measures



Figure 3.6 Cycle bypass for cyclists at a bus stop



Figure 3.6 Measures to reduce motor vehicle numbers can also be used to provide more greening

### Cycle Parking

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

The potential closure of roads to traffic and the creation of new traffic-free links offers the opportunity for the provision of new cycle parking stands (Sheffield stands), and additional Cycle Hire stands, and dockless bikes (including electric bikes) further enhancing cycling capacity for the area. Shared facilities, such as Santander bikes, e-scooters dockless bikes, and possibly shared cargo bikes, could be coupled with other shared mobility services in the form of a Mobility Hub, which could be located within easy access of the Station. In addition, where considered necessary, and in line with Camden's Transport Strategy, car parking provision may be removed and this space reallocated to infrastructure for sustainable modes, including walking and cycling.

The Council will continue to provide bike hangars on residential streets within the Euston area. Cycle parking provision, both at Euston Station and on surrounding

residential streets, should include provision for larger bikes, such as adapted bicycles and cargo bikes.

The Council will continue to support residents within the Euston area to take up the various activities and training sessions on offer through Camden's Community Cycling Programme.

### Public transport infrastructure

Euston is well connected to public transport infrastructure. It is a current termini station and the Northern, Victoria, Hammersmith and City, Circle and Metropolitan underground lines all run through the Euston Area. The area is also well connected by an extensive bus network, with buses going in all directions from the station. Given the significant growth expected in Euston. Improved public transport coupled with improved walking and cycling infrastructure will be required to ensure that Euston provides sufficient capacity to meet demand from increased passenger numbers (including those associated with HS2), with the relevant infrastructure in place and functioning at the time required to meet demand. Public transport will also need to be easy to access and legible for communities living around Euston Station. Key public transport measures are set out below.

#### Enhanced rail station facilities

The redevelopment and expansion of rail services at Euston would necessitate the provision of new and improved station infrastructure and passenger facilities as part of a comprehensive approach to Euston Station development.

The key transport aspirations for the redeveloped station are as follows:

- To reconnect communities to the east and west of Euston Station through providing walking routes that travel east/west over, through and in front of the station site,
- To enable the majority of onward journeys to be made by walking, cycling and public transport, through providing high quality facilities that link into the wider walking,

cycling and public transport network.

- To provide a new bus facility which balances TfL's operational and passenger requirements with maintaining a public realm experience, character and quality of place at Euston which is commensurate with the value and importance of the new station interchange and the development above.
- The delivery of a new integrated LU station entrance that is sufficiently sized to meet passenger demand, and is operationally independent from the Network Rail and HS2 stations.
- To provide suitable taxi facilities that do not impact negatively on the surrounding road networks and communities. Taxi provision should not undermine any improvements that can be offered for pedestrians and cyclists, or be designed in a way that would potentially discourage more sustainable onward travel choices. It should be ensured there isn't an over provision of ranking space across the Euston campus.
- Measures should be considered and implemented where feasible to limit the impact of private hire vehicles (PHVs) on the surrounding highway network, in particular the impact on Eversholt Street.
- As highlighted elsewhere in this plan, a redeveloped Euston Station should integrate with its surrounding area, including appropriate entrances / exits to allow connections with the wider area, enhancements to the surrounding public realm and significant improvements to connectivity through the area.



**Crossrail 2**

In recognition of the important strategic transport role that Euston plays, proposals for a new regional or metropolitan rail route linking south west London to north east London and beyond, are safeguarded through the Crossrail 2 project.

**London Underground facilities**

Transport for London and HS2 Ltd are working to deliver new and enhanced London Underground station facilities. The redevelopment of Euston Station would require a new sub-surface link to Euston Square station, to further enhance onward dispersal on the London Underground network from Euston Station. Other works include:

- New connections to London Underground (LU)'s existing Euston station
- New connections and entrances to and from Euston square LU station.
- New connections from LU infrastructure to new HS2 Infrastructure.
- New connections from LU infrastructure to Network Rail.
- Connection between Euston and Euston Square stations to create one complex
- New ticket halls at Euston and Euston Square
- New passenger tunnels, lifts, escalators, and other assets required to support operations of the bigger infrastructure.
- Removal of existing LU substation and ventilation building and the provision of a new facility

**Bus facilities**

The redevelopment of Euston Station provides an opportunity to review and upgrade the existing bus facilities at Euston. It provides an opportunity to establish a bus facility that balances meeting operational needs and the needs of bus passengers with improving public realm, better facilities for pedestrians and cyclists and enhancing the setting of Euston Square Gardens.

To achieve this balance, the revised bus facilities will need to meet the following requirements:

- Providing sufficient space to accommodate an agreed level of bus operational requirements.
- An intuitive and legible layout that meets the needs of bus passengers and allows for easy interchange between bus routes and with other modes of transport.
- It should enhance legibility for all pedestrians and enable ease of movement through this part of the Euston station site and enable legible movement to other parts of the Station site and the surrounding road network.
- Enable and contribute towards the delivery of Euston Healthy Streets objectives and indicators. Through providing quality public transport but also ensuring that provision of bus facilities is balanced with providing high quality and safe improvements for pedestrians and cyclist.
- To help create a high-quality urban realm which complements the design of the transport hub (including the rail station, the bus facility, the LU station and the surrounding area), helps to transform

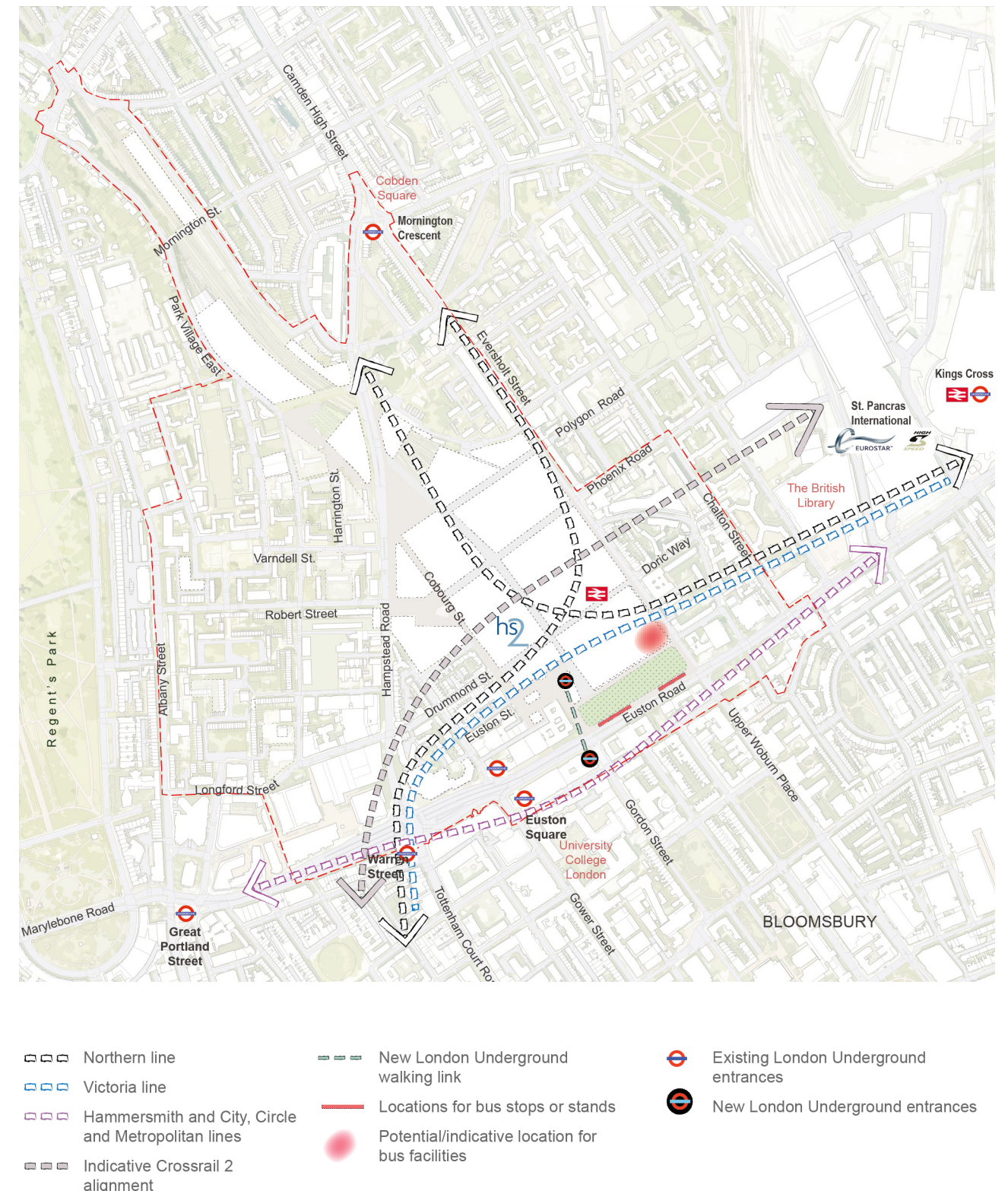


Figure 3.7 Public transport routes and connections



the image of the area and contributes to the creation of a world class station and above station development.

- To enhance the setting and historical context of Euston Square Gardens and enable the provision of high quality public realm and green space at the southern extent of the Station site.
- Accessibility for users with reduced mobility, or other disabilities, by – providing convenient, close, step-free access between trains and buses.

Camden and TfL will work with HS2, Network Rail and Lendlease to explore a number of options for the bus facilities at Euston, to enable the development of a feasible bus facility option that balances the needs set out above.

### Bus Priority Measures

In addition to providing an improved bus facility, the redevelopment of Euston Station and upgrade of the surrounding road network provides an opportunity to introduce a series of measures to prioritise buses and improve journey times. Bus priority measures should be explored, and introduced where feasible, in both the construction and operational phase of the Euston Station site. Camden officers will work with TfL to design and implement, where feasible, such measures. In line with Camden's Road User Hierarchy, bus priority measures should be developed with consideration to the impacts (both positive and negative) on pedestrians and cyclists and should not be at the expense of pedestrians and cyclists. Bus priority measures could include, introducing new bus lanes along bus routes, improvements for buses at signalised junctions, lengthening

bus stops, etc.

A number of options for bus provision at Euston have been considered (shown in Figures 3.5 and 3.6 and discussed at section 4.1 and 4.2)

### Car free development

As set out in Camden's Local Plan and Development Policies, new development in the Euston area will be expected to be car free, due to the excellent public transport links available in the area. A suitable level of blue badge parking to support the proposed land-use mix will, however, need to be provided.

### Managing taxi and private hire vehicle (PHV) demand and impacts on the public realm

The redevelopment of Euston Station offers the opportunity to provide safe, accessible, efficient, and well designed taxi and private hire facilities that meet the needs of station users, without over providing for this mode, adding vehicle pressure to surrounding residential streets or compromising improvements for pedestrians, cyclists and public transport users.

Taxi and private hire provision and impacts will be managed, considering the need to enhance provision to accommodate the enlarged station, whilst providing an improved passenger waiting environment, managing holding and queuing, increasing taxi occupancy rates and encouraging uptake of more sustainable alternatives. (walking, cycling and public transport).

Taxis and facilities for taxis should be appropriately scaled and the impacts of taxis and private hire vehicles on the public realm

pedestrians and cyclists and quality of the environment should be minimised by:

- providing for consolidated taxi ranking pick-up and drop-off within the station site wherever possible, away from residential uses to reduce impacts on the existing and future surrounding residential communities;
- providing ranks which reduce the risks of conflicts with other road users and avoids over-ranking onto the public highway;
- developing a taxi share system with dedicated marshalling, with an aim to increase the average taxi occupancy rates at Euston Station from 1.7 to 2.2 by 2041 and establishing secure funding and management for this;
- intuitive wayfinding to the ranks;
- Making sustainable modes of transport at Euston as attractive as possible and ensuring that provision for taxis does not compromise the level of improvements that can be provided for walking, cycling and public transport.
- not adding vehicle pressure to surrounding residential streets; or compromising improvements for pedestrians, cyclists and public transport users.

A strategy for managing taxis and private hire vehicles and their supporting facilities should be developed, implemented and managed by Euston Partners, to ensure taxis are not being over provided for or over ranking on the public highway. The strategy will be secured by a legal agreement as part of applications for station or associated development and should demonstrate that

The redevelopment of Euston Station must include provision for PHVs. A strategy for managing PHVs will need to be developed, and implemented, in order to minimise the impact of PHVs picking up and dropping off on the streets around the station site, including on residential streets.

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

### Sustainable freight movement

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



sustainable freight and servicing should be in line with Camden's Freight and Servicing Action Plan and should include:

- A combined Freight Delivery and Servicing Plans (DSP) for the station site, (including both rail stations and the over site development) to specifically encourage out of peak travel freight deliveries, and freight movement efficiencies (including consolidation, shared deliveries, use of rail and use of cargo bikes). The DSP should be developed, implemented and managed by the Euston Partnership and secured by a legal agreement as part of applications for station and associated development
- Minimising the need for freight vehicles to serve the station or surrounding development;
- Safeguarding existing rail freight facilities and designing in further potential use of rail connections for freight movement as part of the construction phase and station design;
- Promoting and encouraging cycle freight and walking deliveries;
- Promoting low emission vehicles which go beyond ULEZ standards;
- Ensure the provision of suitable infrastructure to support the introduction of an ultra low emissions zone at Euston. e.g. electric vehicle charging points, cargo bike parking;
- Construction and logistics plans (CLP) for new development; and
- All vehicles supplying the construction phase should meet TfL's standards for

work related road safety.

It is anticipated that any freight and servicing infrastructure would be within the confines of the station and could predominantly serve the station and development within the immediate area. Any wider freight and servicing infrastructure would require consideration of impacts on the local area and other planning priorities for the use of potential development land, including promoting economic growth and priority placed on housing.

#### Promoting sustainable urban mobility

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

Sustainable residential travel will be encouraged through the promotion of car free development, flexible working and investment in infrastructure that enables more active travel (walking and cycling). The use of car clubs can also reduce dependency on private vehicle ownership. Where necessary, existing permitted and paid for parking bays may be removed in order to provide disabled parking or car club bays

#### Delivery

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

### 3.5 Environment strategy

#### Relevant objectives:

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

#### Strategic Principle EAP 4: Environment

**A: Growth at Euston will be energy efficient and incorporate low-carbon and zero-emission heating and maximise renewable technology to deliver a net zero carbon development. The whole life cycle of the development should be low carbon with minimisation of unregulated and embodied emissions.**

**B: Surface water flood risk will be minimised and will aim to achieve greenfield run-off rates in the Euston area through a range of on-site measures on development sites and wider sustainable urban drainage provision in line with the drainage hierarchy. Water consumption should be minimised, greywater/rainwater recycling maximised and any increase in demand for off-site water and sewerage infrastructure will need to be met, either through existing capacity or timely provision of additional capacity**

**C: Development proposals must maximise resource efficiency and ensure that circular economy principles are adopted. Development proposals should demonstrate how building material waste have been minimised and circular**

**economy principles have been applied, including exploring opportunities for on-site temporary material banks and community led Circular Economy initiatives.**

**D: Euston Road is identified as an Air Quality Focus Area and will use sustainable and innovative development which delivers a low or zero emission neighbourhood. Development proposals should address and mitigate air quality issues.**

## Energy network

Euston presents a significant opportunity to deliver net zero carbon sustainable development through a balance of minimising energy demand through design and energy efficiency measures, low carbon and zero emission technology and renewable energy generation. Net zero carbon should be achieved for regulated emissions and associated with energy consumed in the operation of the space e.g. heating/cooling, hot water and lighting.

New developments should explore the potential consider the feasibility of providing a new local energy network, support an existing local energy network or make contributions towards the construction of the network, and/ or connecting the development to a nearby network (or making it capable of connecting in the future). The energy balance (seasonal heating and cooling demands) of the new development in relation to the local area should be explored and innovated energy network opportunities considered for utilising excess waste heat sources.

It is acknowledged that delivering net zero carbon within the footprint of new development sites will be very challenging due the scale of development and constraints of the site. It is proposed that opportunities for carbon savings are explored across the wider Euston area as a local offsetting alternative to carbon offset payments which should be equal to the cost of delivering carbon reduction onsite. There is significant potential for energy efficiency improvements and renewable energy systems across the Regents Park Estate as an example. New major developments should submit a Whole Life Carbon assessment (including operational and

embodied emissions) and seek to minimise lifetime emissions.

Circular economy principles and resource efficiency should be considered from the start of the design process with buildings designed for adaptability, flexibility and longevity.

All developments must consider the carbon impact from the whole life cycle of the development by assessing all carbon impacts resulting from the construction and use of buildings over their entire life. Operational carbon emissions from both regulated emissions and unregulated emissions should be included as well as embodied carbon emissions (those associated with raw material extraction, manufacture and transport of building materials and construction). Emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal should also be considered as part of a whole life cycle approach.

The London Energy Transformation Initiative (LETI) has identified embodied carbon targets consistent with achieving national net-zero carbon target and all efforts should be made to new build development should be designed to achieve these standards in line guidance from GLA on Whole Life Carbon.

All major developments should seek to achieve these targets. To maximise embodied carbon savings, it is recommended that options to minimise embodied carbon are considered early in the formulation of development proposals. Decisions made to reduce embodied carbon, and the level achieved, should be clearly set

out and demonstrated within a Whole Life Carbon Assessment.

To ensure in use performance is achieved the use of certification is highly encouraged.

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

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

## Flood risk, water and wastewater infrastructure

Camden's Flood Risk Management Strategy (2013) identified that there is some surface water flood risk in the area around Euston Station, therefore surface water management should be a design consideration in new development. Camden will seek to ensure that surface water flooding risk is minimised and will aim to achieve greenfield runoff rates in the Euston Area through on-site measures and wider provision across the area. Camden's requirements in relation to sustainable drainage systems (SuDS) is set out in the Camden Local Plan. Regard will also be given to the recommendations in Camden's Flood Risk Management Strategy and any future national or local SuDS standards in assessing future development proposals.

The provision of green infrastructure plays

a key role in mitigating surface water flood risk by providing sustainable urban drainage, and will play an important role in mitigating flood risk, helping to reduce run off and store storm water. The Open Space chapter gives further details on the requirements for green infrastructure and the Urban Greening Factor.

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

Water consumption should be minimised and greywater/rainwater recycling maximised.



### Low Emission Neighbourhood

In addition to the National Air Quality Objectives, Camden has committed to achieving the more ambitious revised World Health Organization air quality standards by 2034, in recognition of the serious health effects of exposure to air pollution. Euston Road is an Air Quality Focus Area within the Camden wide Air Quality Management Area which covers the whole borough. The Euston area is identified as having high levels of pollution and human exposure.

The Ultra Low Emission Zone (ULEZ) was introduced for areas south of the Euston Road in April 2019. As of October 2021, the Ultra Low Emission Extension (ULEX) extended north to the North Circular Road and now the whole of the Euston area is within the ULEZ zone. This means that non-compliant vehicles are required to pay a charge. This should deliver benefits in air quality and support the delivery and use of low emission vehicles.

A Low Emission Neighbourhood should be introduced with sustainably designed zero emission new buildings, on site renewable energy, substantial number of new trees, new open spaces, car free housing, freight consolidation and new walking and cycling routes.

Given existing air quality issues in the Euston area, any proposed plant, commercial cooking or energy systems must not create any local environmental issues, in particular in relation to air quality. New development must not expose residents to health risks associated with air pollution and will only be acceptable if it is designed to mitigate any impact.

It is expected that sustainable servicing, including freight consolidation facilities to

reduce vehicle trips and freight delivery distances will be implemented. Proposals should, to the degree possible, integrate rail freight to minimise air quality impacts on the local community.

A cumulative impact area for construction should be introduced which requires coordination of construction activity to reduce the impact on the area. Part of the Euston area is in the Central Activity Zone which means there are higher standards for non road mobile machinery (NRMM) engines..

Non-road-mobile-machinery, particularly from the construction sector, is a significant contributor to London's air pollution. Given the level of development proposed within this area over the coming years the Council are requiring that any non-road-mobile-machinery used in this area during the construction stage meets the same emission standards as required in the Central Activities Zone.

### 3.6 Open space and green infrastructure

#### Strategic Principle EAP 5: Open space and green infrastructure

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

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

**B: In order to ensure that public open space is planned as a fundamental basis of the masterplan for the area above and around the station, an application for development must include a Public Open Space and Green Infrastructure Strategy and Management Plan.**

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

Green infrastructure and ecology should be central to Euston's development. Euston is envisioned to be a distinctly green place with abundant planting, access to nature, generous open spaces, green routes and rich biodiversity, all supported by a cohesive green infrastructure network that links into adjacent neighbourhoods. Development proposals must demonstrate a robust and integrated approach to greening and sustained urban ecology in the construction and completion phases:

- New development, retrofits, open space provision and public realm improvements must all adopt greening measures
- Biodiversity and access to nature should be fully incorporated into the design, construction and operation stages of



development at Euston

Proposals should adhere to the green infrastructure and urban greening policies of the London Plan and supporting guidance. Reference should be made to the Urban Greening Factor in the London Plan.

Development must enhance urban ecology at Euston by:

- 1) Planning for and actively supporting biodiversity beyond levels found at Euston before HS2 construction commenced; and
- 2) Creating opportunities to access and experience nature.

Proposals will be expected to demonstrate:

- Identification of existing core areas or
- establishment of new core areas of biodiversity;
- Use of contiguous linear corridors or, where uninterrupted corridors are not feasible, establishment of a stepping stone corridor to assemble an ecological network within Euston; and
- Links to wider networks.

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

The re-provision of open space, biodiversity, habitat provision, sports, play and recreation facilities, monuments/statues and other features lost as a result of HS2 at St James' Gardens

(a Site of Importance for Nature Conservation), Euston Square Gardens and Hampstead Road open space is covered by HS2 Ltd.'s Environmental Minimum

Requirements (EMRs). Through their EMRs, HS2 have committed to mitigate the effects of the HS2 scheme including the re-provision of open space.

The Council considers that the levels of open space re-provision shown in the Environmental Statement (ES) accompanying the HS2 Act (and subsequent updates) should be the minimum quantum of open space that can be provided by HS2 as mitigation. As part of the assurances provided to the Council, HS2 Ltd states that its aims are to ensure that replacement and enhanced open space is at least equivalent to the open spaces to be lost in terms of quantity and quality, and is in a suitable location. At the time of the schedule 17 submission for the station, it will be important to understand how HS2 propose to mitigate, in perpetuity, the open space lost to the scheme. Replacement open space should be provided as close to the original location as possible.

The ES showed the bulk of the replacement open space being provided in an area to the north of the station, on newly created "land" above the railway tracks. These northern gardens, along with additional open space on the edge of railway land at Regents Park Estate and a pocket of open space close to the site of the Former National Temperance Hospital, combine to largely make up for the amount of open space lost at St James' Gardens. The ES also outlined the re-instatement of Euston Square Gardens following their use as a construction compound.

Indicative locations for these open spaces are shown on Figure 3.8 Open Space network illustration and further detail is provided in Chapter 4, Places.

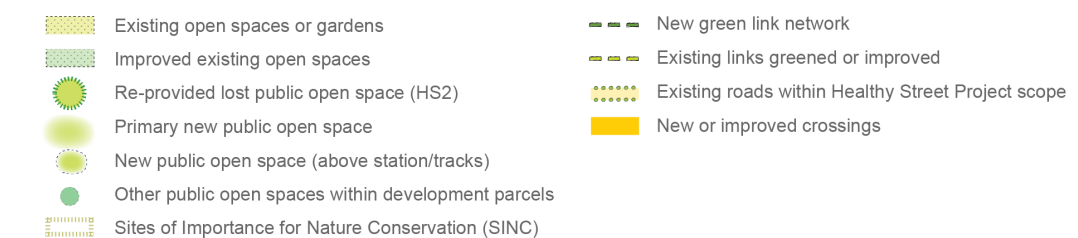


Figure 1.8 Open space network illustration



Mitigation for the open spaces lost is considered to be a key strategic priority in planning for future open space provision in the area, and should be provided separately and in addition to any requirements for open space and biodiversity provision generated by new development and replacement housing.

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

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

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

## 2. New and improved open spaces and green infrastructure

New open spaces should be provided as part of new development, in accordance with Camden and London Plan policy. The first priority will be the provision of the maximum reasonable on-site public open space and appropriate green infrastructure. Section 4 of this Plan sets out priorities and locations for proposed new open spaces in each sub area, including new open spaces above the railway cutting to mitigate potential levels of growth on Euston Station and Tracks and Camden Cutting.

A range of new open spaces will be sought appropriate to the needs of potential users, location and local character, and will include larger public open spaces, civic spaces and public realm, play space and local green spaces. In addition to public open space, and the retention of existing trees and extensive tree planting, proposals are encouraged to apply the most effective greening measures using, for example:

- Semi-natural vegetation;
- Wetland or open water;
- Green roofs and green walls;
- Flower-rich perennial planting;
- Vegetated sustainable drainage elements and groundcover planting; and
- Permeable paving.

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

- The provision of on-site private amenity space including balconies and green roof spaces, helping to address demand for and additional pressure on open spaces; and/ or

- Creating public access to private spaces

Contributions towards the creation of an improved, more accessible and legible network of high-quality open spaces as part of an Area Plan-wide approach to supporting growth and addressing open space needs and priorities. Relevant priorities are set out where appropriate in Section 4 for each character area. The case for off-site provision and improvements would need to consider deficiencies, be supported by a Public Open Space and Green Infrastructure Strategy and Management Plan and demonstrate that the spaces form an integral part of the green infrastructure network.

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

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

## Principles for Open Spaces

Open spaces should be designed and delivered in line with the following principles for open space.

### Cohesive network of spaces:

Public spaces will have the task of binding the district together and linking it to surrounding neighbourhoods and the city beyond. Open space should be integral to the infrastructure that makes this new part of city healthy, safe and convivial. It is expected that open spaces at Euston will comprise varying functions and characters, but will individually contribute to a cohesive network that links through Euston and into the wider cityscape.

### Serve different users:

Open space will have to serve residents, businesses, visitors and station users – the character, design, size and function of spaces must be tailored to support the appropriate groups. The provision, design, and location of open space should be led by the needs of the various groups that make up Euston. Especially where spaces are proposed to mitigate the loss of open space, they should be co-designed with the local community. Community engagement must be integrated into the design, use and management of open spaces.

### Range of functions:

Open spaces should have different functions, including offering elements of tranquillity, space to meet others, improve health, access nature, support biodiversity and promote play. The location should support the function, ensuring the space is well connected to routes, linking existing and new communities. In meeting the needs

of residents, particular regard should be given to provision of play space, spaces for young people and creating opportunities for exercise, socialising and fostering health and wellbeing.

### High-quality design:

Open space design should be high quality. Considered and creative approaches should be taken to maximising limited space. Where public and private spaces or functions meet, the separation can be visually demarcated, but there should be a consistent quality of design and materials. Priority should be given to creating new spaces that are of a generous size, green, planted, providing areas of quiet and shelter, as well as areas for play and recreation suitable for families and residents of all ages. They should allow communities to interact, socialise, and to hold events and celebrations.

### Designed and managed to be welcoming and accessible:

In all locations and contexts, spaces should be designed, delivered and managed to be as welcoming, inclusive, and as accessible as possible and clearly available for use by all members of the public. Good sightlines, easily navigable routes, intuitive wayfinding and accurate signage should be provided to an equitable standard for all buildings and areas that might use the space irrespective of ownership or management. Station and transport infrastructure or ancillary uses should not be located in public open space. Open spaces should be easily visible from, and well connected to, key pedestrian routes so that to feel public and welcoming to all.

### Greening of Civic Spaces:

Civic spaces will form an essential component of open space provision at Euston. It is expected that civic spaces will be landscaped with greenery and planting to the greatest degree possible. Creative forms of greening should be used where surface planting is impracticable.

### Mature Trees for the future:

the design of the landscape should ensure that the majority of the trees can become large and mature in the long term. Design of tree pits, in particular on the OSD roof should include the capacity to enable large trees species to thrive in this location.

### Programming of spaces:

While events and activities can contribute positively, the nature, frequency and timing of programming should be appropriate to the space and needs of its users, and full public accessibility should be maintained. Opportunities for active user involvement in the management and programming of spaces should be offered and consideration should be given to opportunities for volunteering or food growing.

A priority to free accessible to all sports pitches will be given. A few bookable play spaces (such as payable sports courts) can be placed within open spaces but will not be counted as Open Space Provision.

### Positive relationship to buildings:

Open spaces can be bordered by development (if enclosure along sides enhances the space or mitigates poor boundary conditions), but development should not impair the quality of the space,

deter users of the space, overwhelm the space physically or with excessive overlooking, create an unpleasant microclimate or make it feel private. New buildings should be sited to maximise opportunities for public open space and be designed to ensure such space is truly inclusive and accessible to the public.

### Adjacent uses:

Adjacent uses should be compatible with the intended audience of the open space. Resident and family-oriented spaces, particularly green and playable landscape spaces, should be located adjacent to residential and/ or community uses rather than office buildings or entrances to the rail station. Open spaces should not be dominated by station infrastructure or movement corridors, which chiefly serve the essential functioning of highways and access to transport facilities and do not count towards the open space standard.

Active uses and retail around and within open spaces, can in some cases, be beneficial to animating areas and drawing in people, although they do not contribute towards open space standards. In all open spaces, any bordering commercial uses, such as ground floor shops and restaurants, should be appropriate to the character and quality of the open space and ensure open spaces are unrestricted and freely welcoming to all. Ground floor uses spill-out (such as café seating) should not overlap with open space.



### Open Space and Green Infrastructure Strategy and Management Plan

In order to ensure that public open space is planned as a fundamental part of the masterplan for the area above and around the station, an application for development must include a Public Open Space and Green Infrastructure Strategy. The Strategy must show, in plan, existing and proposed public open spaces and demonstrate that, together, they meet the principles for open space set out above, form an integrated and cohesive network and demonstrate a robust and integrated approach to greening and sustained urban ecology in the construction and completion phases.

The Strategy should detail the size, typology, character and function of the spaces, access routes, links between spaces and justify the appropriateness of relationship between public open spaces and adjacent built conditions and uses. It should demonstrate how the open space proposal has identified user groups, and how the quantity, location and character of spaces meet the open space objectives detailed in this chapter. It will also need to have regard to:

- Any existing deficiency in the area;
- Any public open space additions or improvements that come forward during the HS2 construction period;
- Any further impacts to open space as a result of HS2 works;
- The phasing and delivery of different elements of the masterplan, ; and
- The scale, land uses and numbers of future occupants of the proposal.

A draft Public Open Space Management Plan should be made part of and be developed in tandem with the Public Open Space and Green Infrastructure

Strategy. The management plan will have to address, at minimum, all of the elements of management and maintenance included in Appendix D of the Public Open Space CPG. Particular consideration should be given to events and programming, which can be beneficial in drawing visitors and serving multiple populations, but should be managed in a way that maintains the public nature of the spaces and does not impact its amenity.

The management plan should address measures to ensure that spaces feel and function as public open space irrespective of their ownership or management responsibility. Where development is phased, the Council will work with the applicant to establish thresholds of development that will trigger provision of certain obligations, including open space.

The Open Space and Green Infrastructure Strategy and Management plan will be secured as part of a S106 legal agreement associated with the granting of a planning permission.

The Council is seeking the appropriate amount and location of resident-oriented public open space to meet resident needs. St. James' Garden, permanently lost as a result of HS2 work, provided a generous green space for quiet and respite, with mature trees and was designated a local Site of Importance for Nature Conservation. It is expected that these qualities will be reprovided as part of the open space provision at Euston.

Open spaces should help to achieve the links set out in the EAP, encouraging permeability, legibility, allowing biodiversity and creating attractive places of visual interest and welcoming areas along routes. Level

changes and areas the above the stations should be an integral part of the open space network. Paths Routes leading up to the area above the station should integrate green infrastructure and be planted.





Existing Image



# 4

## Places

### Contents

#### Introduction

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4.2 Euston Road

4.3 Camden Cutting

4.4 Drummond Street and Hampstead Rd

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4.6 Amptill and Mornington Crescent  
Station

4.7 West Somers Town

## 4. Places

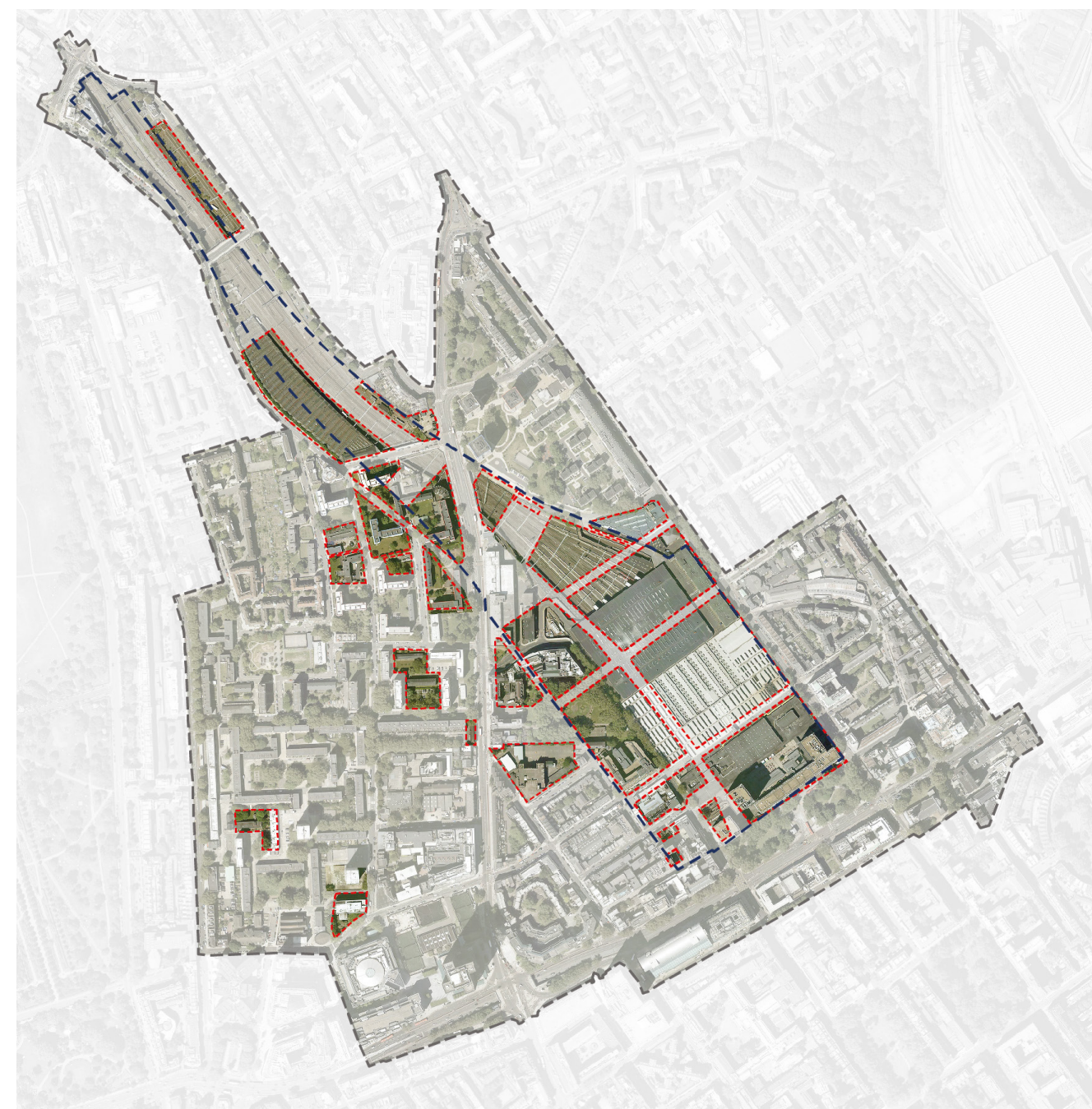
### Introduction

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

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

The seven Places are discussed in the following sections:

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






-  Euston Area Plan boundary
-  High Speed 2 boundary
-  Indicative block layout overlay

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



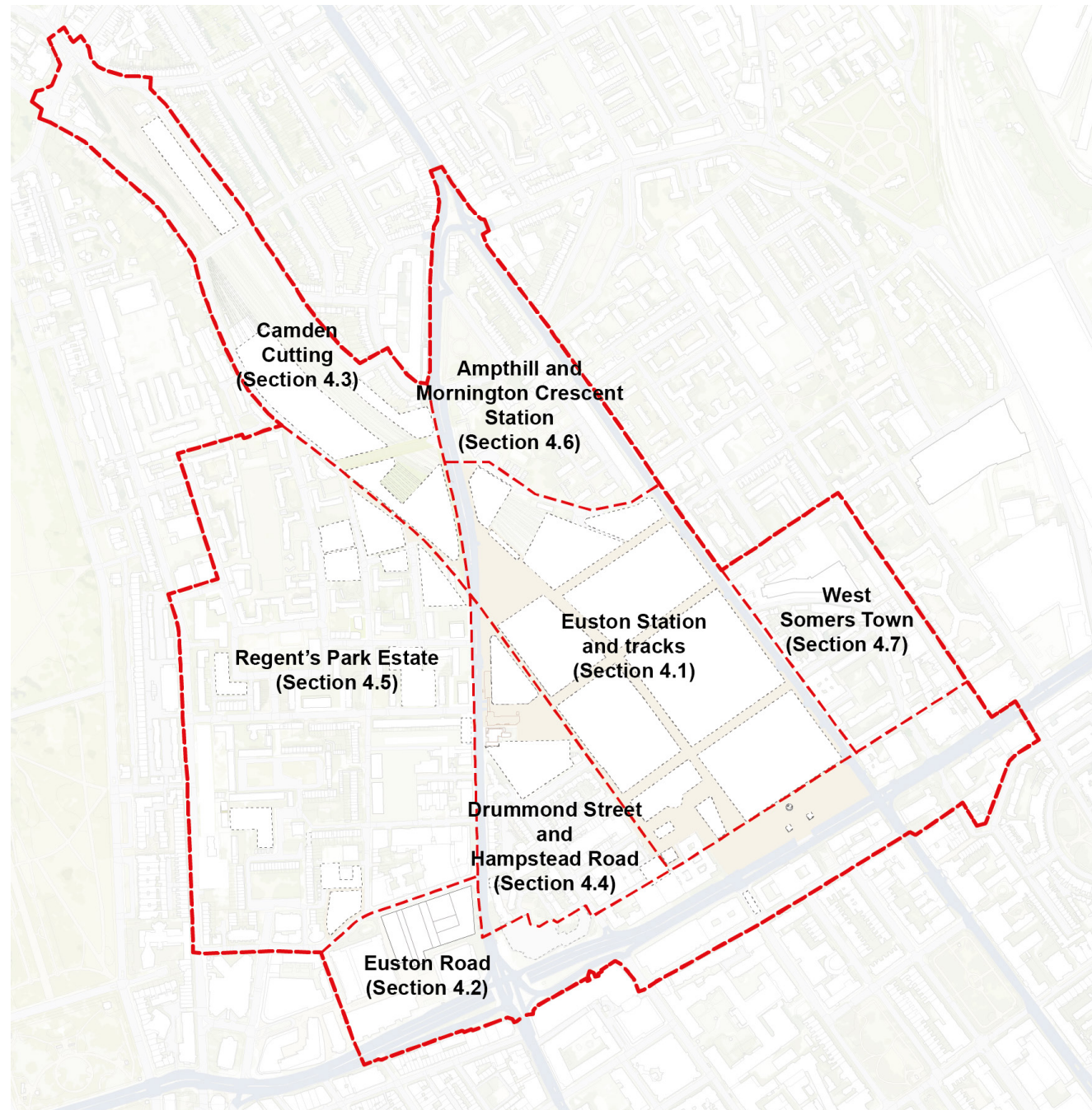


Figure 4.2 Key plan to show sub areas, “Places” and relevant plan sections

## 4.1 Euston station and tracks

### Context

- An important central London transport hub but its current design severs communities and movement opportunities and, together with the heavily trafficked Euston Road, creates a poor image for the area
- The design and layout of the buildings (some have already been demolished for HS2) and piazza in front of the station do not currently make a positive impression to users and visitors to the area
- Euston is the terminus for the new HS2 rail link and likely to see double the number of users in the future due to HS2 and increased general rail demand
- Key landowners/leaseholders are Network Rail, and Camden Council
- A number of listed buildings, structures and spaces are within or close to the station area, including the Royal College of General Practitioners (Grade II\*), the Robert Stephenson Statue and the protected London Square of Euston Square Gardens and its heritage assets. The Euston Arch was formerly part of the historic Euston Station façade on the line of Drummond Street.
- The blank façades of the existing station building to the east, west and north of the station are a poor use of space and reduce the attractiveness, safety and security of the streets they front
- The existing bus station arrangement at the front of the station is dated, impermeable and whilst functional as an interchange it provides a poor setting for the station and gardens in design terms
- The design of the HS2 station and any redevelopment or modification of the existing station will be critical to achieving the development principles, and therefore requires ongoing collaboration between (Camden Council, GLA and TfL and Network Rail, DfT, HS2 and to enable delivery.



**Development Principle EAP 1:  
Euston Station and tracks**

A comprehensive approach to development at Euston Station and the front piazza will be required to help transform the image of Euston, through facilitating new and improved links, the creation of public spaces and new development. Camden Council will seek to ensure that a new HS2 station and a new or partly refurbished Euston station are designed to be integrated and are of the highest architectural quality to create a world class station, public transport interchange, integrated public realm and above station development which facilitates new (where practicable at ground level) public east-west and north-south routes through the site.. Above station development should deliver a range of high quality, public open and green spaces linked together by public realm, including a substantial inclusive and accessible open space which invites people up to the area above the stations.

There is potential for between 250 and approximately 900 new homes and between 7,900 and approximately 17,200 jobs, to be provided here depending on the station design and redevelopment footprint, constraints associated with railway infrastructure, particularly the extraordinary cost of building above the station and compatibility with the plan objectives and policies. When considering new commercial floorspace, the Council will support and prioritise the creation and retention of suitable floorspace for Knowledge Quarter priority growth sectors (see Strategic Principle EAP 1). Educational floorspace will also be prioritised. Other employment uses will be supported where it is proven that these reflect current and emerging needs of the knowledge economy.

- |  |   |  |   |
|--|---|--|---|
|  | Area for commercial-led mixed-use development       |  | New walking and cycling only links  |
|  | Area for residential-led mixed-use development      |  | Route through station concourse   |
|  | Improved existing open spaces                       |  | Enhanced existing walking and cycling links                                     |
|  | Re-provided lost public open space (HS2)            |  | New walking routes through or over station                                      |
|  | Re-provided lost public open space (HS2), elevated  |  | Existing roads within Healthy Street Project scope                              |
|  | Primary new public open space                       |  | Station entrances   |
|  | New public open space (above station/tracks)        |  | Stepped and lift access   |
|  | Other public open spaces within development parcels |  | New London Underground entrances  |
|  | New public squares                                  |  | Locations for bus stops or stands   |
|  | New or improved crossings                           |  | Potential/indicative location for bus facilities                                |
|  | Station frontage set-back to increase public realm  |  | Primary taxi and PHV rank   |
|  | Long views from public open space to Bloomsbury     |  | Potential additional taxi and PHV drop-off for passengers with reduced mobility |
|  | Cycle Parking Facility                              |  |   |



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



## Land Uses

### Overall mix:

The overarching approach to new development in this area should be for comprehensive commercial led mixed use development above and around the new and existing stations. As part of this there is potential for between 250 and approximately 900 homes mainly located above the northern half of the station and on a new deck above the tracks up to Hampstead Road which should provide the maximum reasonable amount of affordable housing (in line with the Camden Local Plan), and between 7,900 and approximately 17,200 jobs, focused above the station buildings. The range in the number of homes and jobs capable of delivery reflects the range of development plots that could come forward associated with funding for rail station redevelopment with more homes and jobs likely to be delivered if funding is secured over time for the full redevelopment/refurbishment of the whole of the Network Rail station. Please also see Chapter 5, delivery, planning benefits and monitoring for further information. Achieving the higher densities of homes and jobs will require a careful approach to design, scale and adequate provision of infrastructure. The maximum level of open space should be provided to support development, and the use of decking space above the railway tracks utilised for this purpose.

### Knowledge economy priority:

There is potential for between 117,000 and approximately 285,300 sqm of employment floorspace, which includes the re-provision of existing commercial floorspace, above the new HS2 and redeveloped/refurbished existing station.

In considering applications for commercial uses, the Council will support and prioritise the creation and retention of suitable floorspace for Knowledge Quarter priority growth sectors and educational floorspace. Educational floorspace will also be prioritised. Other employment uses will be supported where it is proven that these reflect current and emerging needs of the knowledge economy.

(see Strategic Principle EAP1 and supporting text at section 3.2).

### New Knowledge Quarter Floorspace:

Should be provided with clear flexible floorplates to allow use by large corporates, academic institutions and innovative small businesses. Research and development floorspace should be provided to support and attract existing expanding and new knowledge based, innovative and creative industries here.

This should include the delivery of different kinds of workspace: incubators, accelerators and co-working spaces and should include space for small and micro SMEs, with fewer than 50 employees. Provision should include grow-on space to allow small firms to incrementally expand. Development should create opportunities to allow businesses and people to meet and collaborate both in physical spaces and the public realm. Where possible, knowledge quarter floorspace should provide opportunities to be open to the public to provide opportunities for learning and information exchange. The potential for Euston as a networking hub should be fully realised. Educational uses which complement and support the Knowledge Quarter will also be supported. Some educational uses (D1) may be

appropriate here where they are required to support the core B1b research and development space (also see Strategic Principle EAP1 and supporting text at section 3.2).

### Enhanced retail offer:

The majority of the potential total EAP retail floorspace is likely to be focused in this area (see Section 3.2). The station site should provide for a diverse and balanced retail, food and service environment. Retail and food should enrich the experience of visiting Euston, with attractive options for everyone. Provision should be outwards facing wherever possible, and contribute towards supporting active streets and a vibrant public realm as well as providing for the needs of passengers.

Pedestrian entrances to the Over Site Development (OSD) will be provided at street level as part of the station frontages. Alongside the provision of new bus and taxi infrastructure, these access points will place additional demands on the ground floor station accommodation. The provision of station retail will need to be balanced against these considerations and the needs of transport infrastructure of all modes.

Careful consideration should be given to the relationship between additional retail and the role, character, vitality and viability of neighbouring centres. The exact amount and mix of retail proposed as part of development here should be supported by robust retail assessments in accordance with the requirements of the National Planning Policy Framework, which demonstrate that the proposed retail mixes do not negatively impact upon nearby centres and meets the needs of rail users and local people.

Retail provision should include businesses that serve the needs of existing residents as well as new homes and should contribute to creating a healthier food environment including access to fresh food. In the context of the circular economy, consideration should be given to provision of a food rescue hub to utilise unsold food generated by the local area.

Camden's policies relating to small and independent retail in the Local Plan should be addressed.

### Social infrastructure:

New housing development creates additional demand for community facilities including schools. Where additional demand is created, CIL contributions from new housing development will be required to assist the funding of additional school facilities in the area (depending on the amount of housing proposed) to meet the combined needs of the potential new population in this area. There should be sufficient provision of other community facilities to support new development so that additional demand does not place unacceptable pressure on existing community facilities.

Appropriate contributions towards the provision of community facilities will also be expected (also see Strategic Principle EAP1 and section 3.2 under "social infrastructure").

## Design

### World class station design:

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

### Architecture

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

### Functionality

For public transport users, the success of the station will be down to its functionality and, in particular the platform environment and the ability to easily access, interchange and

orientate. Much of this will be determined by detailed station design and links to the public realm, the neighbourhood, and the Underground. The ground level pedestrian and cycle access and interchange with buses and taxis are part of the streetscape and setting of new development and therefore should seek to meet the aspirations of the EAP.

Public spaces around entrance and exit points should be designed to create a sense of arrival, creating a great first impression and with ample space to allow for movement of people as well as space for people to linger, wait and relax. Entrances and connections between station and public realm should be generous and pleasant places that can accommodate large number of people whilst enabling spaces for calm and respite. Signage will be essential but access and interchange also needs to be intuitive and legible. The design of the streets and spaces should signify the approach to this major interchange, arrival by train needs to allow an opportunity to orientate and continue journeys on foot and bicycle in all directions. Interchange with buses and taxis needs to be clear and obvious although not necessarily confined to a single location. Simple, intuitive and legible design is essential to the functionality of this interchange and its connection into surrounding streets and neighbourhoods.

Whilst it is recognised that the station will require “back of house” elements to function (such as servicing, plant etc) this should be designed in the most efficient way possible to minimise footprint. Back of house uses should be located as far from public spaces and streets as possible, particularly away from pedestrian desire lines and entrances.

Ideally these would be accommodated below ground, or wrapped in other OSD uses, to ensure public spaces are not detrimentally impacted by these uses.

### A new piece of city

The detailed design of the HS2 station will be considered through the HS2 planning regime with the Network Rail station elements considered through the usual planning mechanisms, and we expect their urban context to influence their design. The redevelopment of Euston Station provides a once in a generation opportunity to create a substantial new piece of city in central London with distinct and diverse areas that draw from the varying character, scale and nature of adjoining areas.

The space above and around the station and tracks is capable of accommodating a significant number of new homes, jobs, shops and spaces, including the provision of a substantial inclusive and accessible public open space which invites people up to the area above the stations, facilitates connections; and that is easily accessible to new residents, public transport users and workers as well as the surrounding communities.

The provision of new high quality mixed use development set within new streets and green spaces that connect into the surrounding neighbourhoods will help create a vibrant, functional and beautiful new quarter of central London. It must be a place that is as successful for people who live and work in the area, as it is for people who arrive at the station to travel by train. This new piece of city should therefore be designed in conjunction with the new station or the opportunity will be lost.

Providing legible and attractive access to above the station will be integral to the success of the place as a new piece of city. Primary access points should be generous high quality urban public realm, be open to the sky, clearly visible and legible from a distance, inclusive, visibly green and more civic and grand in nature. A level ground plane for development across the two station roofs would enhance placemaking opportunities. If this cannot be achieved a creative and integrated approach would need to navigate the level changes, providing a cohesive place with clear and legible links through the space. The roof will likely be required to accommodate station plant and glazing. These elements should be well incorporated into the overall masterplan and not have a detrimental impact on the usability or quality of public space on the roof.

### Development over station and tracks

Above station development should be a positive contributor to placemaking with characterful buildings, of varied massing and character, that frame well useable and pleasurable public realm and open spaces. Development at Euston should put people at the heart of the development creating desirable and welcoming places to be and ensuring architecture, open spaces and uses contribute to public life. Tall buildings must be of exceptional architectural quality to justify their position on the skyline. They should also work well together, creating an elegant townscape.

Public spaces should be at the heart of the OSD to ensure they drive social interactions, local economy, connectivity, mobility and culture. Development should ensure that a diversity of users are welcome and



encouraged to use the place and allow for places that people feel welcome in without needing to buy something. Uses of buildings and spaces that surround the public realm and open spaces must be genuinely mixed, promote social cohesion and interaction, facilitate a sense of community, make residents and visitors feel safe and welcomed, serve their needs and provide interesting things to do and see. Above the station should be a 24 hour place and provide a range of functions and spaces to draw a variety of people to the roof for different reasons and at different times. Housing (with long term tenure) is a positive contributor use that quickly provides a sense of place and safety, ensuring for example that children feel safe to play.

The views from above the stations at Euston are a unique feature within the site and would help to contribute to the identity and legibility of the place. Public spaces should be located to take positive advantage of these views by opening up to allow vistas from the public realm to significant views. The location and design of buildings should facilitate views from the public realm, framing them and ensuring they do not block significant views.

#### **Comprehensive development:**

A comprehensive and integrated approach to station, public transport interchange and over station development above any new station and existing station will be sought. A comprehensive approach optimizes development potential and is more likely to deliver a transformational high-quality environment above the station along with legible routes and new streets.

We expect the HS2 and Network Rail

stations to be designed as an integrated station, in line with the recommendations from the HS2 Oakervee Review. A joint masterplanning and development process between HS2 and Network Rail will help to ensure delivery of high quality overall development.

#### **Delivery of key routes:**

Development above and around the new and existing stations should facilitate the delivery of the following key routes which are key parts of the overall urban design and transport strategies for the area. Due to railway infrastructure requirements and costs there are limited options for ground level east-west routes across the stations. A variety of routes should be delivered, at ground level and on upper levels to encourage east-west and north-south movement around the site.

Routes leading up to the area above the station should integrate green infrastructure and be planted. Any level changes should be prominent and generous to draw people into the site.

Routes should be located and designed as a continuation of the existing street network with development and positive interfaces on either side, including active frontages, which respond to context. Routes above and through the station should be accessible (incorporating an inclusive design approach) and maintain a 'street like feel': open to the sky, permeable, inviting, legible and publicly accessible at all times

#### **Drummond Street – Doric Way:**

A new east-west route to connect Drummond Street and Doric Way should be provided as a clear and convenient through route, accessible throughout the day and night. This could be either an elevated route through the station concourse or an external route above the station.

#### **Euston Street:**

Development should allow for the continuation of a route from Euston Street connecting Cobourg Street and Eversholt Street to create an accessible level public route, throughout the day and night. The station building and entrances should be designed to front onto a re-established Euston Street but where this is not possible, a route which runs through the redeveloped Euston station concourse(s) would provide the most direct route. An alternative route should be provided when the concourse is closed. This new route, public realm and space in front of the station should be designed to integrate and connect with Euston Square Gardens through attractive routes, public realm and new squares.

#### **Robert Street – Phoenix Road:**

A new east-west route connecting Robert Street with Phoenix Road designed as a local route for residents to easily move between Somers Town and the Regent's Park Estate. Open spaces and uses appropriate to the wider residential community should be located on this route and uses appropriate to the wider residential community should be located on this route with active frontages, well managed level changes (if required due to station design constraints) to ensure accessibility

and excellent quality public realm. In any station design option this would require either the relocation or reduction of the size of the service deck above the existing or redeveloped station. Where the route is provided at upper levels (above railway platforms and tracks), work will be required to manage the level changes across the top of the stations and development arranged with active frontages wherever possible to ensure this is an attractive and usable route accessible throughout the day and night.

#### **Varndell Street – Polygon Road:**

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

#### **A new north-south link:**

A new north-south route above a redeveloped station should be provided to enable an accessible route to development above the station and to improve connections between Euston Road, new development to the north of the station and onwards to Camden Town. There is an opportunity for this to be a green route linking Euston Square Gardens and the new open spaces to the west and north of the station.

#### **Active frontages around the station:**

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

**Active frontages along Hampstead Road:**

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

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

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

The public spaces should act as a buffer between the station entrances and Euston Square Gardens and an entry to HS2, Network Rail and over site development. The existing station piazza performs a valuable public function providing space for people to linger, wait and relax. Sufficient open space should be reprovided to mitigate the piazza's redevelopment.

**Euston Arch:**

The rebuilding of the Euston Arch in the vicinity of its original location is no longer feasible due to the emerging floorspace requirements of HS2 and the redeveloped Euston Station which are now more clearly understood and the significant costs involved. However, ways to include elements of the arch in design, art or public realm should be considered in station and over site

development plans.

**Enhanced setting for Euston Square Gardens:**

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

Proposals for a tall building at the southern corner of the Network Rail station (see figure 3.4) should positively contribute to Euston Square Gardens and the adjoining public realm with the design of its base expressing its identity and sense of address at ground level. The primary entrance should address the open space to the south so as to provide a logical sense of address. Its identity should be distinct from the station to aid clarity and legibility of the proposed urban grain.

For further guidance on Euston Square Gardens please refer to section 4.2.

**Protecting and enhancing strategic views and heritage assets:**

Development should largely be limited to between 30 and 38 metres above ground level to protect and enhance the protected view corridors.

This must be subject to detailed impact modelling in line with the Mayor's London View Management Framework guidance and consideration of English Heritage's guidance on the Setting of Heritage Assets (2011) and the heritage and design context, particularly the setting of nationally important heritage assets including Primrose Hill, Regent's Park and Chester Terrace outside the plan area.

Increased height at the northern part of the station (around 47- 60 metres from ground level, i.e. 18 storeys max), at the south west

corner of the station on the site of the now demolished One Euston Square (up to 55m above ground level subject to consultation with the GLA regarding height, massing and design) and to the south-west of HS2 station (50-60 metres above ground level to be hidden by the dome of St Paul's). Such development would need to be carefully sited to avoid harm and should seek to make a positive contribution to the strategic view corridors as well as local views.

Massing should be stepped back, have variation presenting breaks and avoiding coalescence of massing in the townscape, and stitch the development within the context, especially where height would cause harm to the immediate surrounding neighbourhood or to local views.

**Design Code:**

Design code should be developed by the Master Development Partner in partnership with the Council and local communities. The design code should incorporate and develop the design principles set out in the above Design section and the open space design principles set out in the Environment section.

**Transport and public realm**

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

**Improved station accessibility:**

New station entrances east, west, south and north should be incorporated into the stations (unless demonstrated to be unfeasible) to facilitate walking and cycling to nearby destinations.

Entrances at the north of the station would particularly help to encourage people to walk to Mornington Crescent and Camden Town as shown in figure 4.3.

**Bus facilities:**

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

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

A number of options for a new bus facility have been assessed. Section 3.4 of this Plan (Public transport infrastructure – Bus facilities) sets out general design requirements for new bus facilities at Euston and seeks to ensure that new provision meets the requirements of bus passengers whilst also providing a permeable, safe and



attractive environment for pedestrians and cyclists. A bus facility would be designed to meet these requirements through:

- Providing an arrangement that has a reduced width and reduced barriers (to the current bus facility), therefore reducing severance;
- Being designed to be of similar scale to the surrounding street network, and to feel like a part of an attractive London streetscape in accordance with the Mayor's Healthy Streets Approach.
- Being designed to reduce conflict between pedestrians and buses and to not disrupt key pedestrian desire lines.
- Designing for cycle safety and movement so that any bus movements into and out of a bus facility (including bus stops and stands on the public highway) do not impede cycle movement.
- Being designed to not inhibit movement or sight lines. Where bus stops or stands are moved to the public highway, providing sufficient spacing to allow pedestrian sight lines, promoting safety and preventing a visual wall of buses around the station.
- Accommodating pedestrian crossings on the key desire lines to and from Euston Station, providing for generously sized, safe clutter free and attractive routes that meet anticipated levels of footfall
- This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.
- Protecting and enhancing the spatial integrity of Euston Square Gardens and

removing bus movements from within the open space.

Camden will continue working with Euston partners to explore options for bus infrastructure including an option to reduce the amount of bus infrastructure in front of the station by stopping more buses on existing streets. Any new bus facilities provided will need to balance the needs of bus users with a safe and attractive public realm environment for pedestrians and cyclists. Please also refer to section 3.4 for more details on the approach to bus facility provision.

#### High quality public realm at Cobourg Street and adjoining streets:

Cobourg Street is proposed as a pedestrian and cycle priority area, where a careful approach to the design of the public realm will be required.

Camden will be looking into options to restrict traffic on Cobourg Street and adjoining streets with either timed or permanent restrictions. Access would continue to be provided for emergency vehicles, residential access and business access for loading and servicing.

#### Managing demand and provision for taxis and private hire vehicles:

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

- the use of taxi sharing and by promoting and investing in more sustainable and active alternatives modes such as walk and cycling

- encouraging the use of cleaner vehicles which comply with ULEZ standards and through encouraging the use of Zero Emission Capable (ZEC) taxis and ensuring that ranking and pick up / drop off are carefully managed
- Ensuring charging technology suitable for taxi operations is provided. This should ideally be provided within a taxi rank.

#### Taxi Rank

A taxi rank facility should be provided that services both HS2, Network Rail and over site development. This should be within the footprint of the development site and should not rely on the public highway. The rank should include the following:

- facilities for both pick up and drop off
- level of provision of ranking spaces should accord with the mode share targets set out in section 3.4.

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

#### Provision of new routes:

New pedestrian and cycle routes should be facilitated by new development, as set out in detail in the design section above and on figures 4.3, 3.3, 3.5, 3.6 and 3.8. Careful consideration needs to be given to how new routes interface with the public highway and how they relate to the wider pedestrian and cycle network.

#### Provision of cycle facilities to meet new demand:

Cycle parking zones are proposed for key locations close to cycle routes, to help

encourage cycling as a convenient way to travel to and from the station. The station site should provide significantly enhanced provision for cyclists in order to support an increase in the mode share of cycling from Euston Station. See figure 4.3 and 3.5 for proposed locations.

Consideration should be given to the introduction of mobility hubs for e scooters and dockless bicycles etc. at strategic locations close to the station.

#### Station integration with Crossrail 2:

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

## Environment

The stations and over site development should be highly energy efficient, minimising lifetime carbon emissions, installing the maximum amount of renewable technologies and supporting green infrastructure above the station including trees.

### Waste heat:

Development above and around the station should seek to utilise waste heat from the station and other sources where it would assist in reducing overall carbon consumption across the site. This should be demonstrated in an energy and sustainability statement.

### Coordination with wider local energy network:

Development above and around the station should consider the feasibility of providing a new local energy network, explore the potential to support a local energy network or make contributions towards the construction of a network, and / or connect the development to a nearby network (or making it capable of connecting in the future).

### New open spaces and amenity space:

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

off-site open space enhancements and on-site private open space provision.

The area above the stations presents a unique opportunity to locate a welcoming, central, amply sized, focal civically-inclusive green open space at the heart of the masterplan. Equally, above the station should include a diversity of smaller open spaces that relate well to adjacent buildings and uses to form complete places.

The southern part of the redeveloped Network Rail station roof (over the concourse) would provide opportunities for views over Bloomsbury and should accommodate a public space of sufficient size to maximise this opportunity. A public space in this location would support station users, alleviate pressure on the use of Euston Square Gardens and provide a significant amenity for new residents, workers and surrounding communities. This public space should be readily accessible and legible from the public realm at all levels (including Euston Square Gardens).

Open spaces should be incorporated into the key routes set out in the Design section above, encouraging permeability, legibility, allowing biodiversity and creating attractive places of visual interest and welcoming areas along routes. Level changes and areas above the stations should be an integral part of the open space network. Open spaces above the stations should be attractive, comfortable, vary in type and function and be seamlessly accessed. The Master Development Partner should develop a public realm strategy and a public realm Design Code to achieve these open space principles.

If further funding becomes available,

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

### Reducing flood risk through:

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

## Delivery strategy

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

### A comprehensive approach

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

Network Rail is working on plans for the first phase of redeveloping the existing Euston Station and future phases, above the Network Rail trainshed, will depend on funding being secured over time. Future phases of development would help to enable the comprehensive approach to development that this Plan seeks to achieve. In considering a phased approach to development, it will be important to ensure that each phase delivers a comprehensive place, while providing the conditions for future phases. An application for development above the station and tracks will be expected to deliver a meanwhile use strategy. This should consider how meanwhile uses can be used to support and integrate phasing where necessary. For further information, please refer to the



Meanwhile Uses section of the Land Use Strategy (section 3.2).

Over-site development depends on the layout of tracks and station facilities to allow for the location of structural columns to support a deck for over-site development.

Section 5 of this Plan indicates areas where structural constraints may make it challenging or costly to provide a deck for new development and the potential need for flexibility and prioritisation in the application of EAP principles, but highlights that the provision of the full extent of decking should be the starting point for any development proposals.

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

### Viability and funding

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

Development above new and existing station facilities will face challenges that are distinct from those more typical at grade sites. The cost of providing a deck to support development above the HS2 station and tracks has been considered as part of high level viability testing for this plan. This is the most significant individual cost in developing in these areas, notwithstanding those expected to be covered by the construction of HS2 and over-site development itself.

Estimated costs for the construction of decks to support either development or public realm have been provided by the Euston Partnership. The high level testing of development scenarios has indicated that the EAP capacity ranges for homes and jobs and key principles plan for the station area are sufficiently close to viability to progress, notwithstanding the potential structural decking constraints. However, the delivery of affordable housing and open space will be more challenging in a location with such unusual costs. Camden's planning policies apply flexibility in setting out planning requirements, in order to take into account viability and other constraints that affect the

ability of development to meet policy targets. Development proposals will be considered in this context. Densities have been tested at levels which are similar to those associated with over-site development at other locations in central London, as at Liverpool Street station.

Further refinement on detailed design will help to address viability, however additional funding from the Government (and or other sources) be required to help deliver all the EAP principles and objectives here.

### Key projects, delivery partners and mechanisms

#### Euston station redevelopment:

The Department for Transport and Network Rail (the majority landowners), the MDP, HS2 Ltd. and TFL will be critical in progressing any proposals for this area as well as Camden Council in its role as landowner (for some roads/areas) and planning authority. HS2

Ltd. is responsible for delivering the new rail route and associated infrastructure, whilst Network Rail, DfT and the MDP will have a crucial role in progressing the over-site development potential above both the station and tracks and any redevelopment of the existing station building. The MDP will need to work with these organisations to progress any development proposals through more detailed masterplanning and feasibility work.

#### Infrastructure:

Cycle facilities, public realm enhancements, improved bus and taxi facilities, new routes, open space and the provision of, or contributions towards, appropriate social infrastructure will be sought as part of any

proposal to redevelop the station through appropriate S106 and/or CIL contributions. Delivery partners and mechanisms for the station site are listed above. The extent of infrastructure provision expected will be dependent upon the level of development proposed and viability considerations. See section 5.6 for information on the approach to S106 and CIL contributions.

### Phasing and delivery

It is anticipated that works to enable over-site development at Euston Station would largely happen within the HS2 delivery programme and the works to refurbish/redevelop the Network Rail station. Opening of the HS2 station is anticipated for 2031-36, which will include a year of testing prior to opening. The phasing set out below assumes that over-site development occurs at the same time as providing a deck but OSD construction is likely to continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.

Delivery of the new stations should be accompanied by public open space in order to reprovide lost open space and mitigate impacts on open space in the local area.

#### Medium term (2028-2038)

- Euston Station concourse redeveloped
- HS2 station footprint constructed
- Redevelopment of Euston Station forecourt and existing office blocks
- Infrastructure provision
- HS2 Station open in 2031-36
- Phased over site development above HS2 and Network Rail concourse

**Long term (2038+)**

- Network Rail platforms and service deck reorganised and rebuilt
- Phased over site development above Network Rail

**4.2 Euston Road****Context:**

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

- Euston Road is also a street with a number of commercial, scientific research and institutional uses including UCLH, Wellcome Trust, Friends House and the British Library.

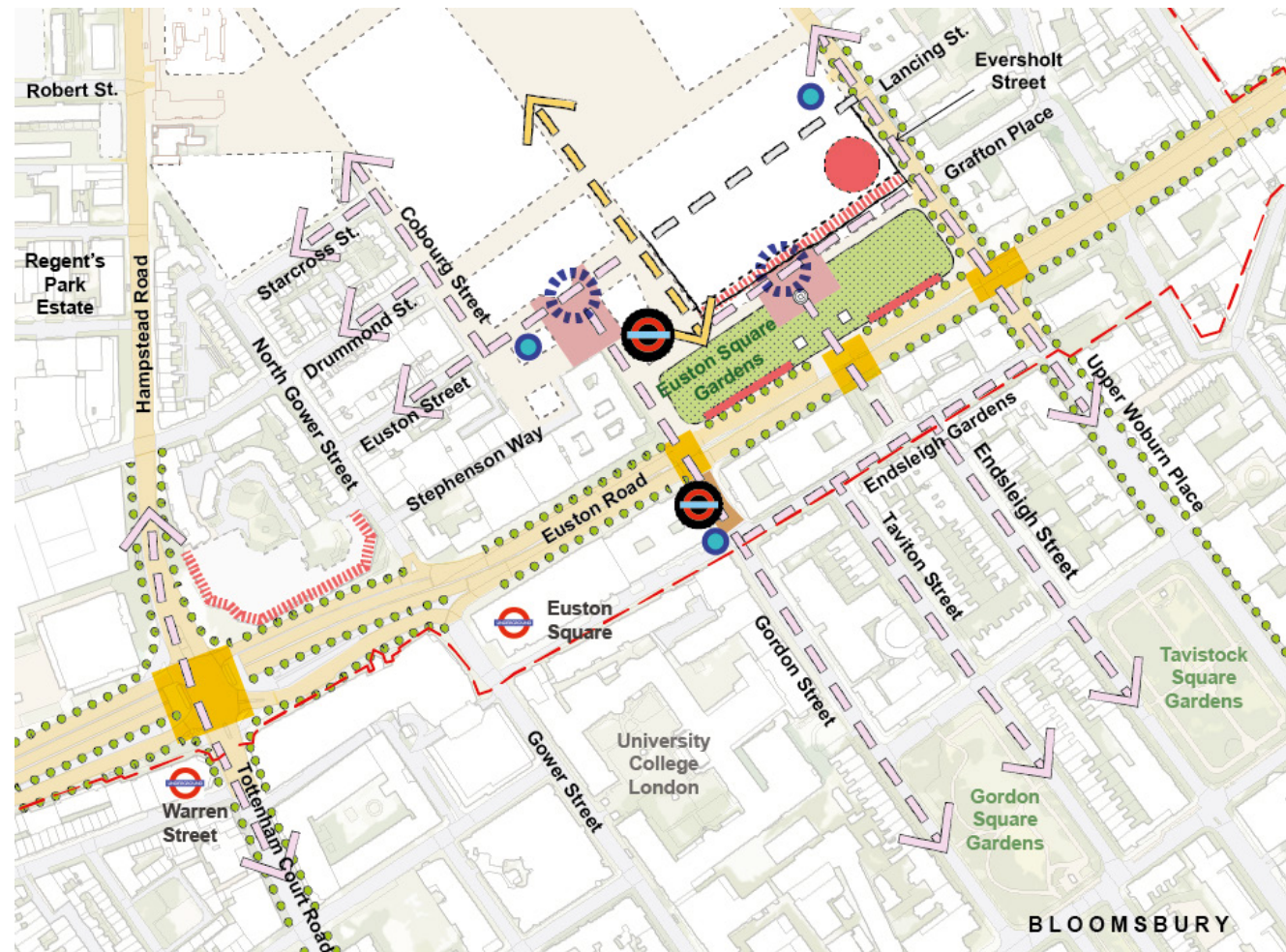
**Development Principle EAP 2:  
Euston Road**

A: Euston Road will be transformed to provide a safer, more pleasant and inclusive street environment drawing on the design principles from the Euston Healthy Streets project..

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

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





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|--|--|
| <ul style="list-style-type: none"> <li>..... Main commercial or active frontages</li> <li>..... Station frontage set-back to increase public realm</li> <li>..... Improved existing open spaces</li> <li>..... New public squares</li> <li>..... New or improved crossings</li> <li>..... Gordon Street Pedestrianisation</li> <li>..... Existing roads within Euston Healthy Streets project scope</li> </ul> | <ul style="list-style-type: none"> <li>..... New walking and cycling only links</li> <li>..... New link through concourse</li> <li>..... Enhanced existing walking and cycling links</li> <li>..... New London Underground entrances</li> <li>..... Locations for bus stops or stands</li> <li>..... Potential/indicative location for bus facilities</li> <li>..... Cycle parking facility</li> </ul> |
|--|--|

### Land Use

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

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

### Design

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

#### Active frontages:

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

#### Enhancing heritage assets:

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

The potential replacement of 1 Eversholt Street with a new building that has less negative impact and better responds to protected views and the setting of St Paul's Cathedral should be considered.

Figure 4.4 Euston Road – illustrative masterplan

## Transport and public realm

### Improved pedestrian environment:

- Enhanced and enlarged pavement space to create an easier, safer and more pleasant pedestrian environment where alterations to the building line or the road allow
- Improvements to existing, or the provision of new, pedestrian crossings and de-cluttered and wider footways across and along Euston Road to cater for the increased footfall of the Euston Campus.
- Improvements to road crossings may include changes such as converting staggered crossings to direct crossings, widening of existing crossings, shortening of crossing distances, providing more crossing time at signalised crossings, 'pedestrian countdown' facilities or introducing new 'green man' traffic light phases or new zebra crossings where they do not exist currently.

### Improved cycle routes:

Enabling safe and easy east-west cycling through Euston through the provision of high-quality cycling improvements along Euston Road, including at all signalised junctions.

Introduction of Advanced Stop Lines where they are not currently provided and improved cycle safety, through cycle lanes and enforcement where alterations to the building line or road allow.

An improved north / south route via Gordon Street/ Cobourg Street and Whittlebury Street, including an improved crossing point for cyclists over Euston Road, at the junction with Gordon Street.

Opportunities for signalised improvements for cyclists at junctions, including turning

movements.

### Improved wider connectivity:

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

### Improved bus facilities:

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

Improved bus facilities to be delivered to complement pedestrian and cyclist improvements ensuring that they do not impede on the safety of pedestrians and cyclists.

Improvements to road safety and reduction of conflicts between buses turning in and out and pedestrians and cyclists should be sought.

### Sustainable future of Euston Road:

Camden will work with TfL to prioritise sustainable modes over private motor vehicles on Euston Road as part of the Euston Healthy Streets project. Where appropriate, road space will be reallocated to provide additional facilities for pedestrians, cyclists and public transport users.

### Transport corridor role:

Euston Road's important role as a bus,

cycle and pedestrian corridor should be maintained throughout the redevelopment of Euston.

Opportunities should be sought to reduce and remode freight along Euston Road and to reintroduce movements connecting TLRN roads in order to reduce impact on quieter residential streets

## Environment

### Reinstating and improving Euston Square Gardens:

Euston Square Gardens should be improved to provide an enhanced entrance to Euston Station, and reinforce its role as an important green space and its status as a historic London Square. This should include reference to the original plan and layout of the Gardens. The gardens and existing mature trees should be retained and improved, and use for construction purposes should be limited, with efforts made to fully reinstate for public use as soon as possible.

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

- To be planned as one integral and complementary part of the larger open space network at Euston;
  - The heritage value of the Gardens. Any proposal must demonstrate robust application of all statutory tests in national, regional and local preservation planning policy;
- St Pancras Church on Euston Road and the remaining section of Euston Square open space adjacent to Friends House are integral to the heritage arrangement of Euston Square Gardens and its listed assets.



3. A design and character that reflects the present qualities of the gardens and provides:
    - A generous frontage on Euston Road that provides green relief from buildings and vehicles, and serves as a landmark to the station;
    - The open and civic quality of the Gardens with an outward-facing layout and edges that border public realm and a variety of uses;
    - A predominance of green open spaces;
    - Visibility across the Gardens for orientation and safety and enhances the Gardens in the future with:
    - Landscaping that apportions the Gardens into areas of varying character but that, together, maintain the qualities and function of a London Square;
      - Abundant planting that supports opportunities for play, rest and recreation;
      - An area of public realm to the north of the Gardens to serve as a buffer between the Gardens and, stations and development, further supporting the distribution of pedestrians.
  4. Paths through and entrances into the Gardens should be informed by rigorous assessment of desire lines considering major junctions, access to stations, development, above the stations and location of other transport facilities. While pedestrian routes are important, they should be subordinate to the green space amenity of the Gardens. Secondary recreational paths should be considered to activate different areas of the Gardens;
  5. Mature trees should be retained and larger trees planted wherever possible. Ensure deeper soil depths to allow for larger trees;
  6. Aspire for the relocation of the Robert Stephenson statue back to original position between the two pavilions is sought. The pavilions should be celebrating and used to activate the space;
  7. If historic assets are relocated, any new location should be equally appropriate to the heritage qualities of the assets as the existing location; and
  8. The addition of new commercial buildings or kiosks within the area of the Gardens is discouraged; any proposal for new buildings would be carefully considered
- The bus facilities should not impact negatively on Euston Square Gardens. To resolve qualitative or quantitative issues, the footprint of the redeveloped station may need to be moved further north.
- In addition to complying with planning policy, any proposal for the Gardens would have to meet the tests of the 1931 London Squares Preservation Act.

#### Air Quality

Changes along, or in the vicinity of, Euston Road should acknowledge the air quality implications and seek to improve it.

Designs should seek to reduce vehicle emissions by promoting sustainable travel modes and reducing the use of private vehicles. Where provision for private vehicles is required, the designs should seek to promote low emission vehicles which go beyond ULEZ standards

#### Greened roads:

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

#### Delivery strategy

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

#### A comprehensive approach

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

#### Key projects, viability, delivery partners and mechanisms

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

#### Euston Road:

TfL and Camden Council are considering the long term role of Euston Road through the Euston Healthy Streets project to deliver stakeholder aspirations for the road. Improvements to public realm, road safety, air quality, bus facilities, cycle and pedestrian facilities and also new planting/ greening on the road will be investigated through this work and improvements sought to be delivered in association with station redevelopment where appropriate. Potential for temporary improvements to road

crossings, bus facilities and cycle facilities, will be progressed by Camden Council, TfL, and HS2 during the redevelopment of Euston and should be funded through appropriate mitigation processes.

#### **Euston Square Gardens:**

The gardens should be reinstated taking into consideration their historic significance, including the original layout and the extent of remaining original fabric.

#### **Phasing**

Improvements to pedestrian crossings, junctions and cycle routes should be delivered as part of a phased approach as the Euston development takes place. There may be short term temporary improvement opportunities, but many of the projects, would be implemented in the long term.

#### **Short term (2023 – 2028)**

- Greening of Euston Road, Improved cycle facilities
- New pedestrian crossings

#### **Medium and Long term (2033+ 24+)**

- Euston Square Garden reinstatement/ improvements
- Reallocation of roadspace to sustainable modes and accompanying measures to reduce private vehicle traffic

### **4.3 Camden Cutting**

#### **Context:**

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

respondents. However a number of respondents also considered that the space should be left open, or as open space only.

- The anticipated extent of decking over the tracks has been reduced since the adoption of the EAP in 2015. Engineering constraints and funding issues are expected to limit the extent of decking above network rail tracks. As a consequence decking is no longer anticipated above the tracks in the northern part of the railway cutting or above the tracks on the eastern side, however, it has been suggested that it may be able to develop on the sidings adjacent to Mornington Terrace. Camden remains committed to decking in these areas and will work with partners to unlock this potential.
- Replacement open space to help to mitigate the loss resulting from the HS2 scheme is included in an area adjacent to the tracks and north of the Regent's Park Estate.



**Development Principle EAP 3:  
Camden Cutting**

Between 700 and 900 new homes (maximising the provision of permanent self contained housing, use class C3), open space and community facilities along with improved pedestrian and cycle links could be provided above the southern parts of the railway cutting to help make the most of this underutilised space and reconnect communities. Open space should be integral to the infrastructure that makes this new part of city healthy, safe and convivial. Development should include a network of different publicly accessible and inclusive spaces with a range of sizes, forms and functions. Development proposals should be sensitive to the historic context and seek to preserve and enhance the setting of heritage assets through sensitive design and scale.

**Land Use**

**New homes:**

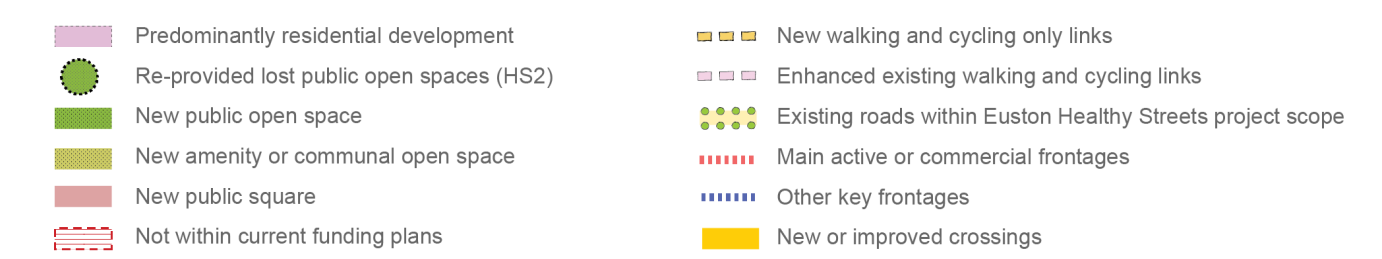
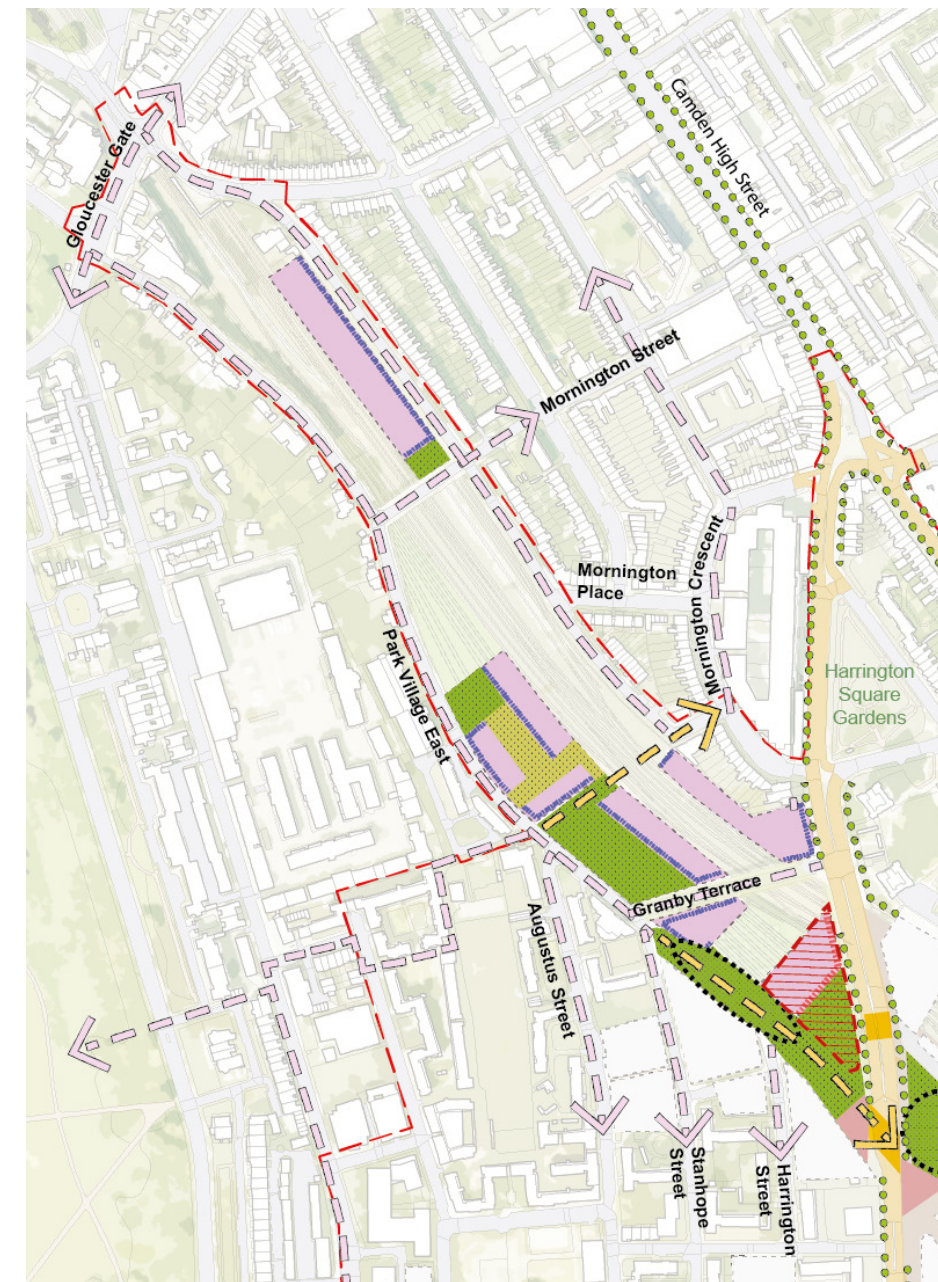
There is potential for between 700 and 900 new homes to be developed above the tracks and on the HS2 worksites in this area. The range is dependent on the plots delivered (see delivery section below). Provision should include the maximum reasonable amount of affordable housing provision, taking into account any relevant viability issues, in line with Camden’s Local Plan and Strategic Principle EAP1.

**New jobs:**

New commercial uses should be provided at ground floor and potentially upper levels fronting onto Hampstead Road, to reinforce the role and function of this street. There is also potential for ground floor workshops where development plots face directly onto the railway cutting. These spaces could provide approximately 230 new jobs.

**Social infrastructure:**

New housing development creates additional demand for community facilities including schools. Where additional demand is created, CIL contributions from development here combined with contributions from development around Euston Station, will be used to assist the funding of school places in local schools and potentially additional school facilities in the Regent’s Park Estate if required. This is to ensure the combined needs of the potential new population are met within or close to the plan area. There should be sufficient provision of other community facilities to support new development so that additional demand does not place unacceptable pressure on existing community facilities. Contributions towards the provision of community facilities will also be expected.



**Figure 4.5 Camden Cutting illustrative masterplan and inset to show layout if residential blocks are not required to widen the railway tracks - this area falls within the Euston Station and tracks Special Policy Area within Camden’s proposals map.**

## Design

### Historic character and scale:

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

An indicative layout is provided in figure 4.6 above to illustrate key routes and potential development parcels, taking into account the historic and built context, the open space requirements and scale of development likely to be required for development to be viable.

### Mornington Terrace

Work to inform the proposed updates to the Plan has re-examined the potential of development parcels in the Camden cutting. Much of the eastern side of the cutting will no longer be enabled for development due to engineering constraints and funding issues. However, further work has shown the development potential of the railway siding adjacent to Mornington Terrace (as identified in the draft Planning Brief). Given the overall reduction of enabled land for development, this site provides an important opportunity for residential development, while completing a 2-sided street.

In response to the draft Planning Brief, a number of local residents expressed concern at housing in this location. Concerns included potential loss of light and street

trees and lack of detailed designs available to comment on. A detailed design and engagement process which involves working with residents neighbouring the site will be essential in order to establish the scale, massing and detailed appearance to ensure an appropriate response to context and to respond to the concerns highlighted.

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

- New development should be scaled to reflect the cutting's historic setting, the different ground levels of existing streets and the height level of any new deck above the cutting. Building heights should be generally circa 16m (5 storeys) adjacent to Park Village East with potential steps up to 7 storeys (c.23 metres), and up to 12 storeys adjacent to the railway (c.38 metres from existing ground level). Development on the south side of Granby Terrace bridge may be up to around 9-10 storeys (c. 30-33 metres). These indicative heights should be measured from existing ground level on the adjacent street (2014) based on Ordnance Survey Data. A detailed assessment should demonstrate that the proposal does not harm, and seeks to make a positive contribution to strategic and local views and the immediate context, in particular the impact on view 4A.1 Primrose Hill, views from Regent's Park and the impact on neighbouring listed buildings.

- Development must be based on a strong and creative vision to deliver a new residential led mixed-use place that responds to contrasting neighbouring areas, and establishes its own qualities and identity as a new neighbourhood;

Land parcels which are not above decking provide an enhanced opportunity to maximise tree planting and to create a visibly green development.

- A tree planted green new route should connect directly Hampstead Road with Park Village East, providing a new key north-south link from Euston Road to Regents Canal, linking walking routes and strategic links described within the GLA's All London Green Grid SPG. This new green route across the cutting should connect with existing streets in the area to enhance permeability and create a safe, accessible and coherent urban grain;
- The design of new development and materials used should respect and enhance the character of the surrounding historic townscape, responding to the character of surrounding buildings, particularly the fine grained historic terraces and villas.
- Remaining sections of the railway cutting walls and parapets should be retained and incorporated into the design of new development where possible; and
- Any proposals should include a high quality landscaping strategy, which seeks to maximise provision of planting/greenery within development and consider how landscaping can be used to integrate development with the existing streetscape.

- Development proposals in the south of the Cutting should take account of the adjoining Regent's Park Estate and the potential for new buildings and open space in the immediate area (see section 4.5 and figure 4.8) so that any developments take the opportunity to knit the neighbourhood together.
- High quality comprehensive development proposals are expected to look beyond land ownership, to ensure the optimum amount of housing is delivered as well as delivering the necessary open space requirements.

### Active frontages along Hampstead Road:

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

### Design Code:

Design code should be developed by the Master Development Partner in partnership with the Council and local communities. The design code should incorporate and develop the design principles set out in the above Design section.



## Transport and public realm

### New east-west links:

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

Park Village East should be extended to meet Hampstead Road, but as a pedestrian and cycle route only for the extended section.

### Hampstead Road:

Hampstead Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2. More detail on transport in relation to Hampstead Road is provided in section 4.4 'Drummond Street and Hampstead Road'.

### Granby Terrace:

The Council will look at the potential closure of Granby Terrace to vehicle traffic. The creation of a new traffic-free pedestrian and cycle route would also offer the opportunity for greening measures.

### Park Village East:

The Council will look at Park Village East as part of a consideration of a Low Traffic Neighbourhood for the wider area.

## Environment

Development should include different publicly accessible and inclusive spaces with a range of sizes, forms and functions.

There is a need to provide a large publicly accessible open space alongside residential development in the Camden Cutting area. It should support passive uses and play space, be near a public route that is easily accessible to new residents as well as existing surrounding residents and link into the open space network. The ground/decking should be designed to enable mature trees to grow.

Open spaces should feel welcoming and should not be overlooked entirely by new residential development which should be carefully designed so as to not dominate the space or make open spaces feel unwelcoming to non-residents.

In addition to the above, HS2 are proposing to provide new open space, referred to as Langdale Open Space or the 'Z-plots,' in the area between the new track retaining wall and housing in Langdale, Coniston and Cartmel. This space would help to mitigate the loss of local open space lost to HS2 works. It would also provide a green pedestrian and cycling link between Hampstead Rd and Park Village East.

However, since the time of the hybrid bill, part of the Z-plot area has always been identified as having some development potential alongside open space. This overlap of conflicting land uses should be addressed by HS2 and the Master Development Partner prior to seeking consent for permanent development on the site.

The delivery of this Public Open Space needs to be looked at beyond issues of land ownership to ensure a comprehensive

layout that follow high quality placemaking principles.

There is a long term aspiration for the provision of An additional, larger open space above the railway area on the northern part of the railway cutting), which is currently unfunded and not part of existing spending plans. The delivery of this larger space would be extremely challenging given the engineering constraints and funding issues. Subject to these constraints, Camden will continue to work with partners to realise its provision should circumstances change in the future. The delivery of housing and employment floorspace growth at the higher end of the range (as set out in Development Principle EAP1) would lead to higher levels of need for additional open space provision, and thus create higher pressure for this larger open space to be considered as part of development. This would enable the creation of a green cycle route from Euston to Camden Town, as well as a valuable amenity space for the existing and new community.

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

### Noise

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

## Delivery strategy

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

### A comprehensive approach

New development above and around the station and tracks to the south of Hampstead Road (as described at section 4.1) should

be linked to and support the development of new housing, and open space here if necessary to help improve viability. This will help to ensure the best use of space above the station and tracks is made and ensure that the opportunities for new housing in association with station development are maximised.

### Viability and funding

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

While HS2 Limited had indicated decking in this area would be feasible, the anticipated extent of decking over the tracks has been reduced since the adoption of the EAP in 2015 due to significant technical constraints and funding issues It is recognised that structural constraints may make it challenging or costly to provide a deck

for new development, but the provision of the full extent of decking shown in Figure 4.6 should be the starting point for any development proposals. The triangular plot adjacent to Hampstead Road, and near the existing housing in Regent's Park Estate, is not being enabled for development by HS2. The delivery of this development plot, which includes open space fronting Hampstead Road, will be dependent on finding a cost-effective solution to bridging the railway tracks and viability improving over time.

The cost of providing a deck to support residential led development above the tracks has been considered as part of high level viability testing for this plan. This is the most significant individual cost in developing in these areas, notwithstanding those expected to be covered by the construction of HS2 and over-site development itself. Estimated costs for the construction of decks to support either development or public realm have been provided by The Euston Partnership.

Camden's planning policies apply flexibility in setting out planning requirements, in order to take into account viability and other constraints that affect the ability of development to meet policy targets, and development proposals will be considered in this context. Further guidance can be found in chapter 5. Additional funding would be required to provide the large area of open space in the northern half of the cutting and the enabling of this space is not currently included in any development or spending plans.

#### Key projects, delivery partners and mechanisms

New housing and infrastructure: The Department for Transport, HS2 and Network

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

#### Phasing

It is anticipated that works to enable over-site development here would largely happen within the HS2 delivery programme. The opening of the HS2 station is anticipated for 2031-36, which will include a year of testing prior to opening. Resolving the layout of the tracks will be an earlier component of HS2's work, but given the amount of change and need to retain construction compounds in this area it is not anticipated that redevelopment in this area would be delivered until the medium term (2028-2038).

## 4.4 Drummond Street and Hampstead Road

### Context:

- The Drummond Street/ Hampstead Road sub area contains a mix of uses including shops, restaurants, homes. Many of these are being directly affected by the construction of HS2. Land ownership in the area is diverse, and includes public and private ownership of buildings, land and containing a number private and social rented homes.
- Drummond Street is a designated neighbourhood centre and contains a diverse mix of uses including specialist ethnic restaurants and shops. The centre is being affected by prolonged construction activity relating to the delivery of a new HS2 terminus at Euston.
- The Former National Temperance Hospital building, part of Drummond Street and St James' Gardens have been demolished to make way for the new HS2 station.
- There are areas of historic and townscape character, especially the area around Drummond Street, Euston Street, Starcross street which has a fine-grained, regular Georgian Street layout, and includes listed buildings and undesignated heritage assets as well as the old convent building on the Maria Fidelis site.
- The southern end of Hampstead Road is dominated by large office developments and the new HS2 terminus is likely to further strengthen the attractiveness of the area as a location for businesses.
- Parts of the Drummond Street and Hampstead Road area are weakened by the poor street scene and require improvements, for example the blank

building frontages facing onto Hampstead Road which should be replaced by active frontage as part of any redevelopment.

- Hampstead Road is part of the Transport for London Road Network, and provides an important north-south road connection between Euston Road and Mornington Crescent, but traffic dominance reduces the attractiveness of the local environment.

### Development Principle EAP 4: Drummond Street & Hampstead Road

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

Hampstead Road will be transformed to provide a more pleasant and accessible street environment drawing on the design principles from the Euston Healthy Streets project.





Figure 4.6 Drummond Street and Hampstead Road illustrative masterplans reflecting different station design options Option 1 would be preferred as it better meets the EAP objectives

### Land Use

#### A balanced mix of new uses:

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

#### Protecting Drummond Street's role:

Supporting the vibrancy and specialist role of Drummond Street neighbourhood centre during and after the construction of the Euston development:

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

ground floor frontages in the Drummond Street/ Euston Street should reflect the fine grained nature of ground floor frontages in the area, in order to maintain existing local character.

- Supporting meanwhile uses to help keep property in use during the construction period of HS2 in particular and in line with the principle set out below.

#### Supporting meanwhile uses:

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

## Design

### Protecting and enhancing existing built character and scale in the area by:

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

### Design of new development:

Ensuring development sites improve the urban fabric, street scene, provision of open space and integrate with its surrounding context:

- Former Maria Fidelis school site: In the medium to long-term, this site

could be redeveloped to provide new homes as well as public open space. The development of the site should improve connectivity and accessibility, to bring existing local residents from the south of Starcross Street to the reprovided Western Gardens. Doorstep play could also be accommodated on this site for new as well as for existing residents. The former Maria Fidelis Convent School building, in particular its appearance and facades, are of local importance. Opportunities for retrofitting this building should be considered, with particular regard to heritage, placemaking and sustainability. The site could accommodate a tall building of up to 60m (see height map) in a defined area located in the shadow of St Paul's Cathedral. A full justification and demonstration of impacts on the LVMF, local views and its close neighbours would need to accompany proposals for a tall building in this location.

- Cobourg Street: should become a stimulating street with active ground-floor uses that contribute to the life and vibrancy of the public realm. Areas of office lobbies, station frontages, and back-of-house uses and servicing should be minimised. The scale, mass and height of new development should remain in keeping with the fine grain urban blocks. Over the longer term, the frontage on the west side of Cobourg Street, located between (and incorporating parts of) Drummond Street and Euston Street could be redeveloped to provide a more attractive frontage that responds better to its new context.
- Active ground floor uses will be sought on

frontages facing onto Hampstead Road and the proposed new public open space.

## Transport and public realm

### Drummond Street area public realm:

Public realm improvements will be sought for the area including Drummond Street, Euston Street and Stephenson Way. It will be designed as a priority area for pedestrians and cyclists with a high quality public realm and appropriate traffic management measures to make it a successful and vibrant place.

### Enhanced Hampstead Road public realm:

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

### New Euston Station north west entrance:

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

### Hampstead Road:

Hampstead Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2. Safer crossings should be provided along Hampstead Road to provide better access to the new HS2 station and wider Euston campus. Hampstead Road is a key cycle route and cycle lanes should be introduced to link with the wider network of cycle lanes across central London.

TfL and Camden Council's Euston Healthy Streets project will review the role of Hampstead Road and seek to maximise opportunities to encourage a more sustainable transport along Hampstead Road. Where appropriate, road space will



be reallocated to provide additional facilities for pedestrians, cyclists and public transport users.

#### Encouraging cycling:

In addition to cycle parking provided as part of new HS2 station, additional cycle parking, bicycle hire stands and shared mobility hubs should be provided on streets, while ensuring that sufficient space is maintained for pedestrians

#### Minimising the impact of taxis and private hire vehicles:

Managing impacts of taxis on the public realm along Hampstead Road. Taxi movements to and from Euston Station will need to be carefully managed in order to avoid negative impacts on the local area.

The proposed covered taxi and private hire vehicle (PHV) rank with entrance from Hampstead Road must be constructed and carefully integrated into the public realm to ensure that vehicle movements do not negatively impact on pedestrians or cyclists. A strategy for managing taxis and PHVs at Euston Station should be developed, implemented and managed by Euston Partners, to ensure taxis are not being over-provided for or over-ranking on the public highway. This issue is dealt with in the Euston Station policy text at section 4.1.

### Environment

#### New open space:

St. James' Garden, permanently lost as a result of HS2 work, provided a generous green space for quiet and respite, with mature trees and was designated a local Site of Importance for Nature Conservation. It is expected that these qualities will be reprovided as part of the open space provision at Euston.

New open space will be provided as part of HS2 Ltd's mitigation for the loss of open space and biodiversity, including St James' Gardens. This will include a substantial new space west of the HS2 station, the Western Gardens, a potential new open space over the covered taxi rank on Hampstead Road.

Opportunities to create new public squares and spaces on streets to meet needs generated by growth and development in the Euston area and to address the existing shortfall should also be considered. Opportunities should be maximised to use the open space to deliver the priorities established in Section 3. (open space strategy).

#### Greening of Hampstead Road:

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

### Delivery strategy

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

#### Impact of HS2 and Euston redevelopment:

The vitality and viability of Drummond Street as a neighbourhood centre is being impacted by the HS2 construction. Camden Council continues to work with HS2 to identify appropriate measures to mitigate any potential impacts in order to secure the long term commercial viability of the street.

#### Viability, delivery partners and mechanisms for key sites/projects

- Enhancements to historic buildings and shop fronts: mainly in private hands, therefore mainly a facilitation role. It is likely that the value of buildings will rise with nearby regeneration, meaning that opportunities for this should emerge during the plan period, with activity likely to increase towards end of plan period.
- New and replacement open space: to be secured as part of HS2 Act as the long term location for replacement open space (in the short term an alternate location will be required), funded through HS2. Delivery towards end of plan period following HS2 construction and school relocation. Additional areas of new public square or public realm will be sought and funded where appropriate through HS2.
- Drummond Street pedestrian priority: Pedestrian and cycle priority and through traffic restrictions in the Drummond

Street/ Euston Street area could be implemented by Camden Council and funded by Euston developments so far as required as a result of the works to the railway scheme, topped up by Camden Council where appropriate. The area of Drummond Street occupied by HS2 for railway construction will need to be restored to a scheme agreed with the Council. Camden Council will work with HS2 to improve the quality of the public realm here in line with the aspirations of this plan. Delivery would be towards end of plan period following HS2 station construction.

- Public realm/ transport works to Hampstead Road: Likely to be funded through TfL, HS2 and Camden transport budgets. Delivery would be towards end of the plan period following HS2 construction.

#### Phasing

- Other sites along Hampstead Road: as opportunities emerge during plan period.

#### Medium term (2028- 2034)

- Hampstead Road sites
- Shop front improvements

#### Long term (2038+)

## 4.5 Regent's Park Estate

### Context:

- A Camden Council housing estate built in 1950s, with a Peabody estate to the north which is included within Regent's Park Conservation Area.
- Mix of building and unit types, set in landscaped space which creates a lack of clear definition between private space as well as building fronts and backs resulting in community safety issues.
- Cumberland Market open space and the London Squares of Clarence Square Gardens and Munster Square form three linked historic open spaces that reflect the historic street pattern of the area: this pattern has been substantially eroded as a result of post-war redevelopment
- Regent's Park, a designated Grade I Historic Park and Garden and part of a conservation area is immediately to the west of the estate. The estate boundary along Albany Street is adjacent to the rear of nationally important heritage assets such as the Grade I Chester Terrace has been substantially eroded as a result of post-war redevelopment.
- Regent's Park is a 10 minute walk for most residents but there is a lack of clear routes.
- Since construction started on HS2 there have been significant construction impacts for existing residents resulting in the demolition of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot, along with the loss of associated housing land, open space, play facilities and the Silverdale Tenants' Hall. The HS2 Act process has determined the impact and appropriate mitigation for these blocks.
- To replace homes lost by the construction of HS2 116 new replacement homes across eight sites have already been delivered by Camden and are now occupied. Cartmel, Coniston and Langdale are now immediately affected by the HS2 construction site and the Council is considering seeking appropriate mitigation.
- Replacement community facilities for the loss of Dick Collins Hall (used as a Tenants and Residents Association TRA hall) have been reprovided at the new building Kirkfell on Robert Street.
- Development in the Euston area could generate investment opportunity in the local area and opportunities to raise the quality of building stock and public realm and significant benefits to the local community and economy could be realised including better homes.
- Public green spaces have been lost as a result of HS2 construction. Various upgrade, greening and mitigation works funded by HS2 have and will continue to take place across the Estate following extensive public consultation Completed sites include Tolmer's Square, Clarence Gardens, Augustus House Gardens and MUGA, Langdale, Harrington House and Kirkstone Garden and Hawkshead Garden. Further sites identified for upgrade include Cumberland Market, Munster Square, Starcross Yard and George Mews.

### Development Principle EAP 5: Regent's Park Estate

**Further opportunities to accommodate new and replacement homes within Regent's Park Estate and provide wider environmental enhancements will be sought to improve the wellbeing of existing and future communities. Figure 4.8 illustrates the potential layout for any additional homes. Proposals should:**

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





Figure 4.7 Regents Park Estate illustrative masterplan

### Uses

#### New homes:

- There is the potential for further delivery of permanent self-contained homes across the estate.
- Camden Council will extensively work with the local community to look at detailed options for housing renewal and re-provision and potential further development opportunities in the wider estate based around the key principles set out below.
- Figure 4.8 shows potential sites to retrofit or redevelop subject to further exploration and engagement with the local community. These include the potential relocation and re-provision of the Regents Park Children’s Centre within the estate to improve the facilities it provides.
- There is the potential for approximately 300 retrofitted or new homes to be provided in the northern part of the Estate if existing homes in impacted blocks (Cartmel, Coniston and Langdale) are vacated due to the impact of HS2 construction here.
- The remainder would be provided through possible long term additional housing opportunities at Westminster Kingsway College site and existing additional housing opportunities shown as part of a mixed use development re-providing the existing community facilities at the Surma Centre site on Hampstead Road (see inset plan B sites).

#### Social infrastructure:

- The approach to social infrastructure provision in the area is set out below:
- The continued use of the Westminster Kingsway College for education uses is supported, and only if satisfactory relocation of these uses can be found will residential redevelopment be considered.
- New or expanded primary school space will be funded through contributions towards providing new school spaces to meet the combined needs of new residents in the area to the west of Hampstead Road.
- Appropriate contributions towards the provision of community facilities and replacement facilities will also be expected. In the long term, the Hpod and community facilities on Cumberland Market could be relocated within any surrounding new development.



## Design

### Restoring the historic street pattern:

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

### New links:

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

### Building design:

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

### Neighbouring amenity:

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

### Active ground floor uses:

Encourage active ground floor uses including commercial/retail and community uses

along Robert Street and Hampstead Road to complement the existing local shops here.

### Shop front improvements:

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

### Massing and Height:

Height and massing in the estate should be assessed to mitigate impacts on its immediate neighbours and open space. Any future proposals for further development should enhance connectivity, legibility and clarity within the neighbourhood with consideration of appropriate massing, site layout as well as height. Massing should ensure that new developments do not create barriers or a sense of disconnect between the estate and surroundings.

### Tall Buildings:

Figure 3.4 shows the area that could accommodate height of up to 50 metres (15 storeys). This is a defined area (see the building heights masterplan in Figure 3.4) located outside of the London Viewing Management Framework (LVMF) but within the LVMF background. A full justification and demonstration of impacts on the LVMF, on local views and on its immediate context would need to accompany proposals for tall buildings in this location. Tall buildings should bring benefits to the community such as maximising generous open space and providing high quality homes.

## Transport and public realm

### New and improved links:

Enhancing walking and cycling links between Albany Street and Hampstead Road through improving existing links and establishing

new links where made possible by long term development opportunities to improve accessibility to the station and create longer distance east-west routes linking to St Pancras and King's Cross and to Regent's Park.

It is envisaged the new and improved links would focus on pedestrian and cycle movement. Where appropriate, traffic calming measures should be introduced to address any potential impacts related to increased traffic movements through the estate. Sustainable and active modes of travel including walking and cycling should be prioritised.

## Environment

### Protecting and enhancing open spaces:

The introduction of any further new and replacement housing on the estate, will lead to a need for new and enhanced open space and sports/play provision in Regent's Park Estate and a comprehensive approach to landscaping and the public realm. An estate wide open space strategy should therefore be brought forward alongside proposals for housing development/ retrofit. The strategy should look at public realm, spaces and landscaping for all development sites and the wider area as part of a coordinated approach and it should include the spaces delivered/ planned to be delivered to mitigate the impact of HS2. Planning and delivery of new and enhanced open spaces should look beyond immediate land interests in order to improve placemaking and wayfinding for the estate and surrounding area. The Strategy should be agreed by the Local Planning Authority and implemented in full. The approach should include the following measures:

- The provision of new open spaces: new accessible local green spaces should be investigated on vacant and under-used spaces such as car parking areas and cul de sacs, where opportunities emerge.
- Improving and protecting the squares: Development should contribute towards further improving and protecting the three linked Squares on Regent's Park Estate (Clarence Gardens, Munster Square, Cumberland Market) and enhancing the links between them to contribute towards a well-connected network of green spaces.
- Enhancing the use of existing green spaces: Support further enhancing



of existing green spaces on estate land through turning them into publicly accessible spaces or supporting strategies for community use such as gardening/allotments and sports and play facilities should be explored where this does not conflict with the potential for short term replacement housing.

- Tree planting: A net increase in the number of trees will be pursued in association with change and development in the estate.
- Roof gardens and balconies: reflecting Strategic Principle EAP 4, opportunities should be taken to provide amenity space as well as contributing to the local environment through the introduction of roof gardens and balconies.
- Green roofs and green walls: Green roofs and walls should be incorporated into new and existing development wherever possible and appropriate.
- Improving the use of Regent's Park: Opportunities for estate residents and Camden Council and development partners to work with Royal Parks to enhance local community access and use of Regent's Park. This could potentially be through the use of events and programmes.

Any new development on Regent's Park Estate should be supported by low carbon and zero emission heating and renewable technology to deliver net zero carbon sustainable developments. The whole life cycle of the development should be low carbon with minimisation of unregulated and embodied emissions. The use of waste heat from nearby station infrastructure should be explored.

In order to increase resource efficiency and embed circular economy principles, development sites will be expected to transform and reuse building/s rather than demolish, where feasible, target reductions in embodied carbon. Development proposals should demonstrate how waste has been minimised and circular economy principles have been applied.

### Delivery strategy

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

### Replacement housing and long term planning

There has been a shorter term need to accommodate housing to replace that has been lost due to the construction of HS2. HS2 construction and further works to Euston station will also necessitate the consideration of longer term aspirations and requirements for Regent's Park Estate and its function as a whole. Camden Council will work with local residents and businesses to test the fit of this approach with their aspirations and also to refine options for the amount, type and range of housing possible at Regent's Park Estate following on from the aspirations for new and improved routes, infill and redevelopment opportunities identified at figure 4.8. The Council is working to ensure that any further homes that need to be reprovided in the local area as a key priority.

### Viability and funding

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

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

### Delivery partners and mechanisms for key sites/projects

- Regent's Park Estate: Camden Council will continue to be the key delivery agent for new and replacement homes and their Community Investment Programme will continue to be the key delivery mechanism working with HS2 where appropriate to mitigate housing lost. Further feasibility work and community involvement will be required to refine the potential for any replacement/ additional homes. Some open spaces have been reprovided and upgraded on the Estate however further feasibility and community involvement will be required for any further open space improvements or reprovion.
- Westminster Kingsway is expected to be progressed by its landowners.
- Infrastructure: The provision of or contributions towards school places, community facilities and new or reprovided open space along with enhancements to the existing public realm will be sought as part of development in the area, through the planning application process. Development could be expected to contribute to the provision of school places here where generated needs are not able to be met within constrained sites, such as above the redeveloped Euston Station and vicinity.

- Low carbon and zero emission heating and renewable technology should be provided to deliver a net zero carbon housing development here. This would be progressed and funded through a combination of HS2 mitigation, or S106 contributions.
- Shop front improvements: Opportunities to secure funding from Lottery Funding, or support through the Regent's Park work.

### Phasing

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

#### Short term (2023– 2028)

- Replacement or retrofitted housing as appropriate for northern blocks Cartmel, Coniston and Langdale.
- Open space improvements/ new provision

#### Medium term (2028 – 2038) - Long term (2038+)

- Other development opportunities at Regent's Park Estate - to be identified/ discussed in consultation with residents

## 4.6 Amptill & Mornington Crescent Station

### Context:

- Amptill Square Estate is owned by Camden Council. It was built in the 1960s in an open plan layout with low community buildings interspersed with three tower blocks and includes a tenants and residents hall along its southern boundary. The estate has had significant investment in the open space and security in recent years.
- Potential to provide additional homes and jobs here, with improved east-west movement routes.
- Harrington Square and a small green space in the centre of Amptill estate are protected under the London Squares Act and are public open space.
- Plans to make Amptill Square Estate a greener and more attractive space for residents to enjoy are underway as part of HS2 mitigation works.
- The area includes Mornington Crescent underground station, which is connected to Euston and Central London via the Northern Line.
- There are a number of listed buildings surrounding Harrington Square including terraced housing and Greater London House.
- The area is partly covered by Camden Town Conservation Area.
- Somers Town Neighbourhood Forum and plan area cover the Amptill Estate.

### Development Principle EAP 6: Amptill & Mornington Crescent Station

**Opportunities to enhance the public realm and accommodate new homes within Amptill Estate will be sought.**

#### Proposals should:

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





Figure 4.8 Ampthill & Mornington Crescent Station illustrative masterplan

### Uses

#### New homes:

Potential for at least approximately 90 additional permanent self-contained homes (use class C3) provided as largely infill development along the edge of the railway cutting and potentially further infill opportunities on the estate can be explored. This should include the maximum reasonable amount of affordable housing provision in line with Camden Local Plan and London Plan polices.

#### Social infrastructure:

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

### Design

#### Reinstating the historic street patterns:

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

#### Building frontage design:

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

#### Active frontages:

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

#### Neighbouring amenity:

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

## Transport and public realm

### Enhanced pedestrian and cycle links:

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

### Eversholt Street:

Eversholt Street's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2. More guidance is provided in section 4.7, West Somers Town.

### Bus facilities option:

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

## Environment

### Enhancements to open spaces:

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

### Delivery strategy

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

### Housing and long-term planning

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

### Viability and funding

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

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

### Delivery partners and mechanisms for key sites and projects

- Housing and community facilities: Camden Council will be the key delivery agent for the development of

housing, open space improvements and replacement community facilities at Amptill and their Community Investment Programme will be the key delivery mechanism. Further feasibility work and community involvement will be required to test the potential in more detail, working with Network Rail/HS2 to test feasibility of development next to the railway.

- Enhanced retail frontage/shop front improvements: Shop front improvements: Opportunities to secure funding from Lottery Funding, or support through the Regent's Park CIP work.
- Enhanced pedestrian and cycle links: Funding and delivery of enhanced pedestrian links between Mornington Crescent and Euston Stations including public realm, crossings, signage, lighting and traffic management is likely to be led by TfL and Camden Council with potential funding sources from HS2/Network Rail or development partners and wider S106/CIL contributions from development here.
- Improved open spaces: funding and delivery of enhancements to the quality of access to and the setting of open space at Harrington Square is likely to be led by TfL and Camden Council with potential funding sources from developers and wider S106 contributions from development here.

### Phasing

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

### Short to long term (2023 – 2038+)

- Shop front improvements
- Amptill open space improvement

### Long term (2038+)

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



### 4.7 West Somers Town

#### Context:

- Eversholt Street is a key north-south route from Euston Road to Camden Town and is included in the Euston Healthy Streets project.
- Eversholt Street and Chalton Street provide most of the shops, and market, for the area.
- Somers Town links Euston to King's Cross, providing an alternative walking/cycling route to Euston Road.
- The area suffers from poor air quality due to its proximity to Euston Road.
- Eversholt Street suffers from poor pedestrian and environmental quality opposite the blank side wall of Euston Station.
- A combined Maria Fidelis School at Phoenix Road/ Drummond Crescent has been delivered.
- Post war housing development and the expansion of Euston station has in reduced connectivity particularly between Euston station and St Pancras/King's Cross to the east. The area is adjacent to Edwardian and inter war social housing blocks of historic importance.
- Somers Town Neighbourhood Forum and plan area cover this area.
- Somers Town is designated as a 20mph zone in recognition of its residential character.
- Somers Town Community Investment Programme being progressed by Camden Council covers this area. It is also the focus for a number of projects to support a safer, healthier and climate resistant community.

#### Development Principle EAP 7: West Somers Town

New and improved walking and cycling routes between Euston Station, St Pancras and King's Cross, including along Phoenix Road will help to enhance the connectivity of the wider area and will contribute towards the establishment of a low-traffic neighbourhood. Development should contribute towards creating a safer, healthier and more climate resilient community. Improvements to Network Rail Station, over-site development (including the activation of the station edge) should be catalysts to redefining Eversholt Street as a stimulating and comfortable pedestrian environment, activating blank frontages, addressing declining retail, vehicle dominance and weak connections to Somers Town.

Eversholt Street will be a greened and vibrant route with shops and ground floor active frontages on both sides of the street that prioritises sustainable and active modes of travel. Opportunities for the renewal/ intensification of Churchway Estate will be investigated working with the local community.

Enhancements to Chalton Street market and public realm here will be encouraged. Any potential construction impacts, including those that could arise from the proposed Crossrail 2 project should be carefully managed to minimise disruption to the local community.

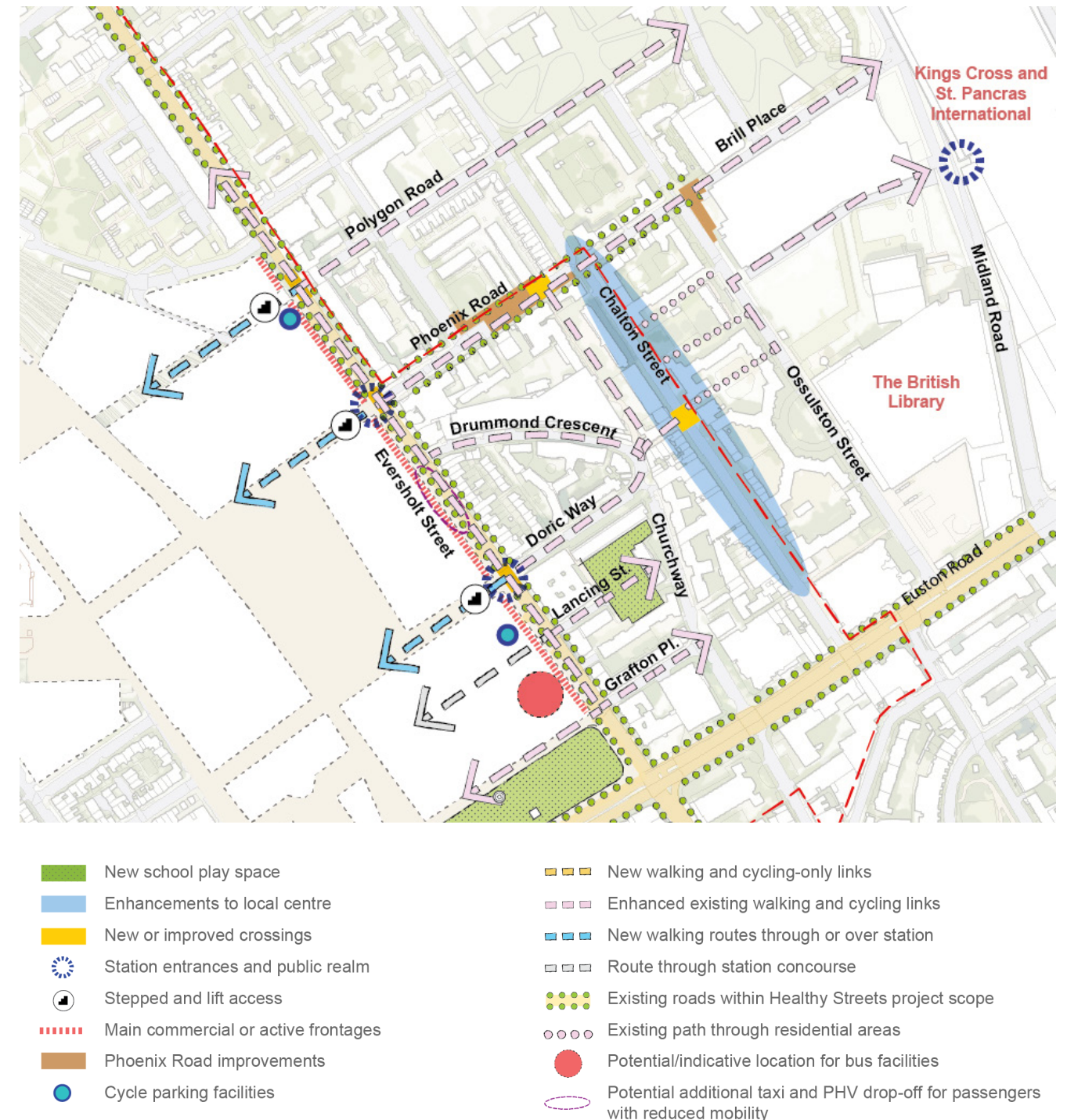


Figure 4.9 West Somers Town illustrative masterplan

## Uses

### New homes and school provision at the following sites:

- Churchway: opportunities for renewal and intensification of the Churchway Estate will be explored with residents and the local community.

### Social infrastructure

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

### New and improved retail:

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

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

## Design

### Reinstate historic street patterns:

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

### Shop front improvements:

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

### Eversholt Street:

Improvements to the Network Rail Station, over-site development (including the activation of the station edge) should be a catalyst to redefining Eversholt Street as a stimulating and comfortable pedestrian environment, activating blank frontages, addressing declining retail, vehicle dominance and weak connections to Somers Town.

Development on the east and west sides of Eversholt Street should provide a transition from Somers Town to the station environment, reflecting elements of the residential neighbourhood's grain, street rhythm, articulation, materiality and variety.

It will be important to ensure fine grain active uses at ground level that contribute to the public life of the street and serve the neighbouring residential community of Somers Town as well as local workers. This should include a mix of uses, including some local shopping provision which should be reflected by a smaller scale architecture and diverse building forms.

## Transport and public realm

### New and enhanced routes:

New development should facilitate improved east-west connections along key routes to link Euston and St Pancras stations as illustrated in figure 4.10. Any enhancements to the public realm and wayfinding should be progressed in discussion with the local community and

be designed to balance with the amenity and safety needs of residents of the area, prioritising routes away from sensitive areas.

### Pedestrian and cycle improvements on Eversholt Street:

Drawing on the design principles from the Euston Healthy Streets project, enhanced pedestrian crossings and cycle facilities on Eversholt Street, particularly through improving crossing points and careful design

of junctions to better facilitate pedestrian and cycle movement. Any highway improvements should not result in significant displacement of traffic into Somers Town.

### Greening Phoenix Road

The Greening Phoenix Road project is being developed to help mitigate the impacts of HS2, seeking to provide open space and an enhanced walking route between Euston and King's Cross St Pancras. Opportunities to enhance and link into proposals should be explored.

### Bus interchange:

Any development should fully explore options for development plots to enable relocation of bus stands and explore options for the relocation of some stops from the existing bus station to help achieve easier access for

local communities, a reduction in the impact of the buses on Euston Square Gardens and an improved pedestrian environment. Efficient bus interchange with the station on Eversholt Street, without compromising the public realm, and provides access to off street servicing for the new development on the eastern side of the station.

### Minimising the impact of taxis and private hire vehicles:

Taxi movements to and from Euston Station will need to be carefully managed in order to avoid negative impacts on the local area.

It may be necessary to make some provision for the drop-off of mobility impaired passengers along Eversholt Street. Any provision will need to be carefully designed and managed to ensure that it does not negatively impact on pedestrians or cyclists. Careful consideration should be given to this area in the strategy for managing taxis and PHVs at Euston Station. This issue is dealt with in the Euston Station policy text at section 4.1.

### Minimising the impact of future rail projects:

Although currently unfunded, proposals for a new regional or metropolitan rail route linking south west London to north east London and beyond, are safeguarded through the Crossrail 2 project. Should construction go ahead, part or all of these sites could be redeveloped and should contribute to the aspirations highlighted in this chapter.

Measures to minimise the impact of its construction on the West Somers Town community will be required, particularly through minimising demolitions and works



required and managing construction impacts.

### Construction

Measures to minimise the impact of construction of the Euston development on the West Somers Town community will be required, particularly through minimising works required and managing construction impacts.

### Chalton Street public realm and wayfinding

Enhanced public realm and wayfinding to Chalton Street will be pursued, in order to enhance the vitality and vibrancy of the neighbourhood centre. Opportunities to support the market through meanwhile use projects should be explored.

## Environment

### Greening of Eversholt Street:

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

### Open space:

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

### Phoenix Road:

Working with the local community and funded by HS2, the Council are developing plans for the greening of Phoenix Road with the aim to provide new public spaces, an enhanced walking and cycling route and biodiverse planting.

### Delivery strategy

Detailed delivery information for the West Somers Town area is set out below. See also Appendix 1 of the plan (Delivery Plans -

Summary Table) for a summary of key delivery information for each site/project set out in this section.

### A planned approach

This area is included in Camden Council's Somers Town Community Investment programme. A regeneration strategy developed to use the land assets to address the priorities of local people including new housing, the rebuilding of a school, community safety access to jobs and training and open space has been approved by Camden Council. At the same time the Somers Town Neighbourhood Planning Forum is working towards developing a plan

for Somers Town and Ampthill. The Forum seeks to promote sustainable development in the neighbourhoods of Somers Town and it is hoped that the key principles contained in this document will aid the delivery of the objectives of the forum. Camden Council will continue to liaise with residents of Churchway to discuss future options for the estate.

### Viability, delivery partners and mechanisms for key sites/projects

Specific delivery issues for projects are set out below:

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

**Crossrail 2 (or new regional or metropolitan rail route):** appropriate funding would need to be secured mainly through Government sources.

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

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

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

**Chalton Street enhancements:** Improved wayfinding to Chalton Street and support for enhancements to the market area are a key priority for the neighbourhood forum and identified as a priority through other engagement. Future Neighbourhoods funding will support early phases of work and additional and sources of funding will be investigated along with S106/ CIL contributions from development in the area.

### Phasing

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

### Short term (2023 - 2028)

- Chalton Street improvements

### Long term (2033+)

- New regional or metropolitan rail route (Crossrail 2)
- Eversholt Street active frontages and shop front improvements
- Renewal/intensification of Churchway Estate

# Existing Image





# 5

## Delivery, planning benefits and monitoring

### Contents

- 5.1 Delivery & Viability
- 5.2 Construction Management
- 5.3 Working with our partners
- 5.4 Delivery Plans
- 5.5 Phasing
- 5.6 Flexibility
- 5.7 Planning benefits for Euston
- 5.8 Monitoring

## 5. Delivery, planning benefits and monitoring

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

### 5.1 Delivery and viability

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

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

The area-based development principles in Part 4 seek to achieve a coordinated approach to change in each area, addressing a range of issues including transport, public realm, environment and open space as well as land use. This will ensure that the benefits of growth to the area and its community are optimised. In terms of the viability of the proposals set out in the plan, there is well established demand for commercial, institutional, retail and residential development in the Euston Area. Transaction and purchase values are high and the number of permitted and completed

schemes is an indicator of fundamental viability in this location under a variety of circumstances.

The high-level viability assessment that supports this plan highlights that the sites facing the most significant challenges in terms of current day viability, are those over the station and tracks, which are planned for delivery in the medium to long term. The assessment recognises that there are extraordinary costs associated with enabling development over the station and tracks at Euston (and elsewhere). It notes that such costs can be very difficult to accurately establish until further design work is carried out and contracts are let. It also notes that there is the opportunity for additional funding streams to come online over the timescales envisaged.

It is expected that for Over Site Development (OSD) at Euston, these costs will become known incrementally over the various stages of development.

Our work to consider deliverability of the plan indicates that in spite of elements of the area currently being extremely challenging/unfavourable in terms of viability there is scope to improve this through refinement of costs, masterplanning and over time due to changes in viability assumptions. More detailed information is provided in Delivery section of the Background Report and the text below.

We expect viability, and therefore affordable housing delivery and other contributions towards public benefits, to be reviewed at key milestones / as each phase of the OSD masterplan is progressed given the long-term nature and phasing of the scheme over the railway/ stations. In line with London

Plan policy, the review mechanisms will be secured through a S106 agreement and should accompany the various phases of development in order to allow for increases in contributions. Reviews will be expected as a minimum at an early, mid and late stage in the development process to ensure that public benefits are maximised as a result of any future improvement in viability.

### 5.2 Construction Management

Due to Euston's location in inner London and the presence of major roads, railway and the construction of major infrastructure projects and significant development over many years means that amenity is a particularly important issue for the area. Residents have already endured years of construction due to HS2 and the amount and period of construction ahead is considerable. Given the long duration of works at Euston, it will be crucial for developers to learn lessons and apply improvements from earlier stages of construction (including using existing forums and frameworks and providing support for the most affected and the most vulnerable).

In accordance with the Local Plan, Construction Management Plans (CMPs) are expected for major developments to address transport/highways and environmental health impacts as well as any cumulative construction impacts as a result of activity from multiple sites in close proximity. A draft Construction Management Plan should be submitted as part of any outline and planning applications at Euston for discussion with the Council and local communities.

Communities should be actively engaged with throughout construction with Community Working Groups established and maintained. Guidance for developers and contractors on

Construction Working Groups is available on the Camden website.

### 5.3 Working with our partners

Central to the delivery of the Euston Area Plan will be working with our partners in the area. In particular, the redevelopment of Euston station, and delivery of associated supporting transport infrastructure, will form a central element of growth and change in the area. This Plan has been developed by the London Borough of Camden, with assistance from the GLA and TfL as key delivery and regulatory bodies, with involvement from Lendlease (Master Development Partner), The Euston Partnership, HS2 Ltd and Network Rail during the preparation of the Plan, as well as regular meetings at officer level.

The Euston Partnership (TEP) was established in 2020 to better integrate the three major projects at Euston (HS2, Network Rail redevelopment of mainline station and Lendlease as Master Development Partner). The Euston Partnership Board includes senior representatives from the DfT, HS2 Ltd, Network Rail, Lendlease, Camden, TfL and the GLA. The Board provides strategic leadership for the regeneration at Euston and scrutinises the work and integration of all the projects at Euston. Formerly, the EAP Management and Strategic Boards, provided management and strategic direction in implementing the proposals and principles set out in the original Euston Area Plan. It replaced the EAP Management and Strategic Boards.

Many of the sites identified in the Euston Area Plan fall within public ownership either as sites owned by the London Borough of



Camden, or by other Government bodies in particular Network Rail and HS2 Ltd. Camden will continue to work with these bodies, as well as other landowners and the Master Development Partner Lendlease, in taking forward the delivery of this Plan.

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

### 5.4 Delivery plans

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

The Council will use these delivery plans to implement the Plan and will monitor progress on the identified projects on a regular basis. The delivery context and issues for the plan areas are also discussed in the accompanying Landuse Mix and Viability Study by Avison Young which was prepared to support the EAP update.

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

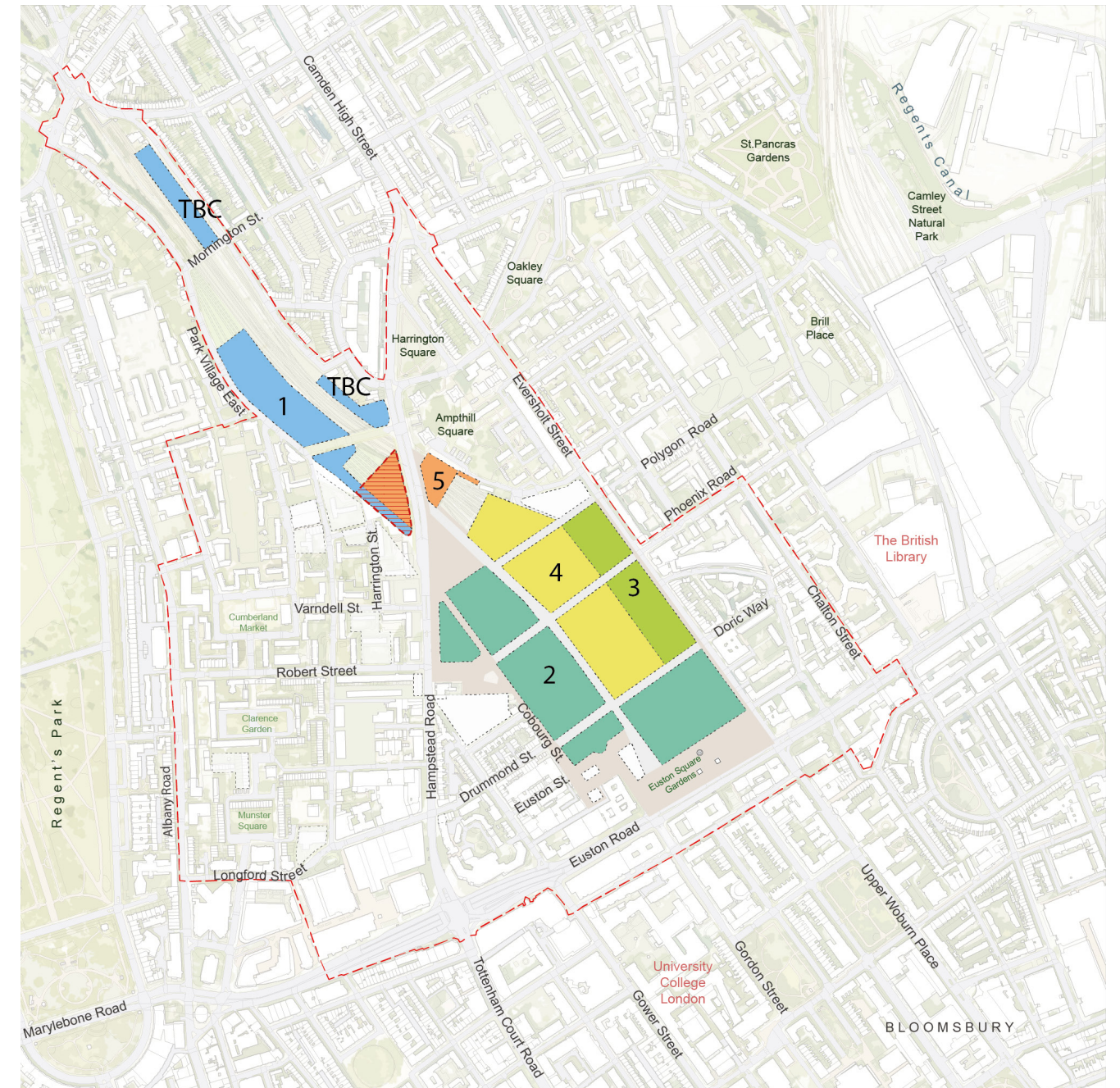
### 5.5 Phasing

The implementation and delivery of Euston OSD should be coordinated across all stakeholders and ownerships throughout all stages of development, from pre-application to operation. It will be important to ensure that each phase of development is:

- delivered as a socially and environmentally sustainable inclusive mixed-use place with its required supporting infrastructure, contributing to amenity & open space, sustainability, design quality and public benefit requirements set out in the preceding chapters. We will expect a balance of housing and jobs to be delivered throughout the phases.
- constructed efficiently and with as little impact on local amenity as possible, through close working with the landowners to ensure early release of relevant plots and to ensure construction compounds are located where they will have least impact on local amenity and freedom of movement, and with other developers in the area to help reduce the cumulative impact of construction.
- This Area Plan will run until 2047. For phasing purposes this has been split into the following three periods, which are referred to in the delivery strategies for each area in Part 4 and in the delivery plans summary table (Appendix 1):

- Short term: 2023-2028
- Medium term: 2028- 2033
- Long term: 2033 +

(This Area Plan will run until 2047)



Note HS2 construction phase is not shown above. The station is estimated to be in operation from 2031-36.

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



## 5.6 Flexibility

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

Further detailed work to understand technical and cost implications of development above the station and tracks will be required to fully test the deliverability of development in this area, and figure 5.1 is based on further detailed design and work on strategic business cases to establish where development might be enabled. The MDP are working on a masterplan for development above the station and tracks alongside the progression of designs for HS2 and Network Rail.

The EAP does not exist in isolation and needs to respond to a hierarchy of policy requirements including national, regional and local planning policy and under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004 be in general conformity with the London Plan. The design-led capacity study, which has informed the proposed updates to the plan, has in line with guidance, sought to optimise development across the Plan area. Based on information shared by landowners, it has reassessed the potential capacity of the Plan area, considering where development can be enabled and taking into account the London View Management Framework (LVMF) context and impacts on local views, assessed appropriate heights across the Plan area. It is considered that the capacity range identified in the proposed updates to the EAP accommodate the optimal level of growth in line with relevant London

Plan policies and guidance and reflect the possibility that some of the later phases may be delivered beyond this plan period

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

HS2's business case has provided greater certainty about the HS2 station design and the extent of enabled development above the HS2 infrastructure. Network Rail currently lag behind the other parties in developing their longer term business case, which means that there remains uncertainty about their financial commitment to supporting comprehensive Over Site Development to the extent illustrated in Figure 5.1. This uncertainty creates a particular need for sensitive and flexible implementation of the Plan, including around development and connections above Euston Station and Cutting.

Decisions on planning applications are taken on balance and it will be important to retain the flexibility to assess the particular merits of a masterplan, including any viability considerations alongside

this Plan's objectives and strategic policy requirements. For over-site development, where construction is in the main not due to start for at least another 10 years, and where costs, including for redeveloping the Network Rail station and associated enabling development are yet to be fully established viability will need to be assessed as part of the detailed masterplanning and applications for the sites/ phases using the strategic guidance in this plan. It is recognised that subject to assessment of viability, there may need to be some flexibility in the way that the policies in the Plan are applied.

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

## 5.7 Planning benefits for Euston

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

### Planning obligations

Camden Council will use s106 planning obligations to influence the nature of

development in Euston as well as to mitigate and compensate for its potential effects. S106 legal agreements will be used to manage site specific impacts (through financial and non-financial obligations) and secure measures necessary to make a development acceptable in planning terms. The main matters that Camden Council considers are likely to be addressed through legal agreements in the Borough are identified within the London Plan and Camden Local Plan policy DM1- Delivering and Monitoring. Specific priorities for planning obligations for each of the areas covered in this Plan are set out in Part 4 of this document. Within the Euston area as a whole, our priorities generally fall into the following broad categories:

- open space and green infrastructure
- affordable housing;
- affordable workspace
- creating and securing local employment and training opportunities;
- transport and other infrastructure;
- community safety;
- new and enhanced streets and public spaces;
- construction management;
- community facilities and services;
- low-carbon technologies and zero-emission heating ;
- health and wellbeing
- phasing and delivery

This infrastructure identified in this Plan is not exhaustive and schemes can introduce a



range of impacts that may justify the need for a planning obligation.

### Community Infrastructure Levy (CIL)

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

- Mayor of London CIL: Since 2012, development in Camden which meets the relevant criteria are required to pay a set charge, which is applicable to all uses except affordable housing, education and healthcare facilities. In February 2019 the Mayor adopted a new charging schedule (MCIL2). The new charges took effect on 1 April 2019 and supersede the MCIL1 charging schedule and the associated Crossrail Funding SPG (applicable in central London, the northern part of the Isle of Dogs and within 1km of a Crossrail station for the rest of London). The MCIL2 charges apply to all planning permissions granted from 1 April 2019 and may also apply to some phased planning permissions granted before 1 April 2019. MCIL2 has been used to fund Crossrail 1 (the Elizabeth Line). Further information on the implementation of the current Levy is available in the Mayor's Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy SPG.
- Camden CIL: Camden adopted its Community Infrastructure Levy (CIL) in April 2015. Camden adopted a new

Community Infrastructure Levy Charging Schedule in October 2020. The Euston Area Plan boundary area lies across two value zones (zones A and B).

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

### Infrastructure Payments

The Council is aware of the special circumstances which affect development at Euston and is supportive of the major redevelopment proposals. In certain circumstances, it is considered that an Infrastructure Payment could be collected in lieu of collecting CIL. This is only where it allows for strategic infrastructure to be delivered at Euston which is identified in the formally adopted planning framework. Any proposals to accept any payment along these lines will be assessed in accordance with the procedure set out in CIL Regulation 73A.

It is important to note that, Euston station as a national infrastructure project should not detract from the need for obligations or contributions that are necessary to ensure that the development is acceptable and that impacts in the local area are managed and appropriate local infrastructure is provided. The priority for local spending priorities for the next three years will be decided by Ward Councillors in the form of a Local Priority List. Consultation will be carried out in Autumn 2022 with a list of general priorities and key projects set out for each ward.

## 5.8 Monitoring

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

Progress and reporting on the delivery of the Euston Partnership Social Value Charter will also be a helpful tool in measuring the delivery of the plan's objectives.

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

- Fundamental change to the proposed design of Euston Station;
- Changes to growth figures set out in the London Plan or Camden Local Plan beyond those envisaged in this plan;
- Significant economic change that would affect development viability or the economic role of Euston.

Camden and the GLA will monitor the delivery of homes and employment growth in the Euston area, in order to assess performance against London Plan targets, in particular Opportunity Area targets. Camden Council will also monitor government and London wide policy and changes in legislation to make sure that the Plan continues to be consistent with relevant national, regional and local planning

policies, and to identify any need to review or reassess the approach taken in this Plan.

Table 4.1 in Appendix 1 identifies whether the benefits of certain infrastructure are predominantly local or national. It will be important to ensure that contributions are made to local infrastructure.



Existing Image



# Appendices

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

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