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## Introduction

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# 1. Introduction

Euston is changing, construction for High Speed Two (HS2) is underway, and Network Rail, Crossrail 2 and Transport for London (TfL) 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 Greater London Authority (GLA) produced and adopted the Euston Area Plan (EAP), a long-term strategic planning framework to guide transformational change in the area up until 2051.

Once adopted it will provide an update to the Euston Area Plan (2015) and the relevant site allocation policies in the Camden Site Allocations Plan (2013). A policy replacement schedule is set out in Appendix 1.

## 1.1 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, TfL and the development partner, Lendlease (who were appointed by the landowners in March 2018).

The National Planning Policy Framework (NPPF), requires that policies in local plans and spatial development strategies are reviewed at least every five years and updated as needed. Given changes to the transport schemes since 2015, changes to the wider context and Council priorities which have also evolved, a decision to progress with an update was made in February 2020. A Regulation 18 consultation on proposed updates to the EAP was held in early 2023. In March 2023, the Government announced a pause to HS2 at Euston works due to inflationary pressure and the need to find a more affordable design, while strategic decisions were made about the future of Euston.

Following a period of uncertainty while work on the EAP was paused a supplementary consultation was carried out in the Summer 2024 to indicate a “direction of travel” for the EAP following the various Government announcements. In October 2024 it was confirmed that HS2 would come to Euston, and work was restarted on the EAP Update. The result of both consultations have informed the proposed submission draft of the EAP.

## 1.2 Plan Context

The update to the EAP is being developed alongside work by Lendlease, HS2 and Network Rail to consider how development can come forward in the context of a campus wide approach to Euston.

Camden, along with Greater London Authority (GLA) and TfL worked jointly to develop a vision and objectives for the Euston area which form the basis of this Plan. 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.

The Government is constructing a new High Speed Rail link, HS2, between London and Birmingham (Phase 1) with a connection to the West Coast Main Line at Handsacre with the London terminus at Euston. Although not confirmed, there also remains ambitions for a potential future connection to Manchester if funding solutions can be found. 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 amount of 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 neighbourhoods, 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 well-designed station, and bring regeneration to the wider area, while strengthening the world-leading knowledge quarter innovation cluster. The aspiration to redevelop the station, and areas surrounding the stations 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.

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The Government's current scheme for Euston Station retains the existing National Rail 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 respond to EAP and community objectives as much as possible. This update highlights potential station redevelopment scenarios for the stations.

The Oakervee Review of HS2 in 2020 recommended that HS2 and Network look at more comprehensive proposals for Euston Station, including ensuring designs are as integrated as possible. The Euston Partnership was 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.

Following the pause to works at Euston and the reset of the major projects, work is ongoing to improve integration at Euston between the construction of the HS2 central London terminus and improved onward connections, Network Rail's redevelopment of the mainline station; the redevelopment of the London Underground station and proposals for the wider development of the urban environment managed by the Master Development Partner (MDP), Lendlease.

The government's [10 Year Infrastructure Strategy](#) underlines plans to establish a Euston Delivery Company (EDC) to oversee the private finance and proposals for the station, which will work with the London Borough of Camden and the Greater London Authority to "grow a commercial and life sciences core around the station; and deliver affordable housing and regeneration in the

surrounding area".

The government has formed the Euston Housing Delivery Group - a partnership between Camden, Ministry of Housing Communities and Local Government (MHCLG) and GLA - with a focus on identifying a pathway towards delivering much needed additional homes in the Euston Area.

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) where this is technically and economically possible in collaboration with development associated with HS2 works

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.

The government's 10 Year Infrastructure Strategy outlines plans to establish a Euston Delivery Company to lead private investment and development at Euston Station, working with Camden Council and the GLA to grow a commercial and life sciences hub, deliver affordable housing, and support regeneration. The Strategy also highlights the potential for the Delivery Company to bolster Euston Housing Delivery along with the potential for some kind of Development Corporation in the future. At the time of writing the Council is working to explore the potential for a Locally Led Development Corporation at Euston, but this requires new legislation to be laid by Government

and would require consultation on its size, powers, governance etc. The area is therefore a focal point for government activity to both deliver HS2/ station infrastructure and deliver commercial, life sciences and affordable homes which sets the context for the review of the Plan.

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### 1.3 Vision and Objectives

#### **The Vision for the Euston area in 2051**

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 high quality 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 Ampthill 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 and the area around it is 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, the results of the sustainability appraisal process and in some cases, objectives have been combined.

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

To ensure that new development meets local needs, providing new homes (including affordable), 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 ensuring that people are 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 the station and interchange redevelopment also enables comprehensive development of the area above and around 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 and enhanced routes:

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.

### 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 Knowledge Quarter inclusive innovation district:

To ensure that the comprehensive redevelopment of Euston Station helps to deliver well-designed development which contributes fully to the local, regional and national economy and supports the world class centre for innovation.

To provide new spaces for existing and new businesses and shops, complimenting the existing Knowledge sector eco-system, supporting knowledge, medical and creative industries, securing significant new job and training opportunities for local people.



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### 6. Creating sustainable development:

To plan for fossil fuel 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 public transport:

To provide improvements to London 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.



## 1.4 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 2051.

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 HS2 project requires significant land take during and after construction around Euston Station and tracks and results in the loss of homes, businesses, open space and other facilities.

The plan seeks to secure any potential benefits that a rejuvenated Euston Station and new high speed rail link could bring to the area for both local residents and businesses and for London as a whole, whilst helping to mitigate the local impacts of any Euston Station and track redevelopment. This will be through identifying locations for replacement homes, jobs, open space and other uses permanently or temporarily displaced.

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.

Work is ongoing to improve integration at Euston between the construction of the HS2 central London terminus and improved onward connections, Network Rail's redevelopment of the mainline station; the redevelopment of the London Underground station and the wider development of the urban environment managed by the Master Development Partner, Lendlease.

At the time of writing, there are no confirmed Euston station designs. There is a commitment to joint working by the delivery organisations to try to achieve the best solution for Euston, meaning that there is less certainty around station designs, costs and timescales, the plan and update has been developed to be flexible reflecting the uncertainty around the station designs and the capacity to enable development over station infrastructure including in the Cutting.

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 continue 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.

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### **Sustainability Appraisal and strategic options for Euston**

The update to the EAP has been subject to a Sustainability Appraisal (incorporating Strategic Environmental Assessment), a Health Impact Assessment and an Equalities Impact Assessment.

The Sustainability Appraisal assessed the environmental, social and economic impacts of the new Local Plan, including an appraisal of alternative approaches for addressing a range of key Plan issues.

The updated Sustainability Appraisal process has considered the sustainability merits of updating planning policy for Euston. This process concludes that there are sustainability benefits in producing a revised local plan for Euston which reflects more accurately the land available for development indicated in Camden's Local 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 and around the station.

The appraisal indicates that overall, the proposed updates to the EAP will promote sustainable development. It found that the proposed amendments to the EAP will help to address identified economic inequalities, with positive effects through a strong focus on inclusive growth. The appraisal identified the potential for some negative environmental and social impacts of major development which should be mitigated in accordance with adopted EAP policies.

Overall, the policies and updates provide a strong positive framework to guide future sustainable development.

The Health Impact Assessment (HIA) assessed the potential health impacts of the Plan and found that overall, the updated Euston Area Plan has a positive impact on improving health and reducing inequalities, particularly the inclusion of Health and Wellbeing as a key strategic principle. On the recommendation of the HIA, the EAP was updated to more explicitly reference the health risks from construction, loss of open space, and air quality impacts during the construction phase.

The Equalities Impact Assessment considered the impact of the Plan on groups that are protected in terms of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also considered the impact of the Plan on:

- a. foster carers;
- b. looked after children/care experienced people;
- c. low-income households;
- d. refugees and asylum seekers;
- e. parents (of any gender, with children aged under 18);
- f. people who are homeless;
- g. private rental tenants in deprived areas;
- h. single parent households;
- i. social housing tenants; and
- j. gypsies and travellers.

The Equalities Impact Assessment (EQIA) did not identify any potential negative impacts from the policies in the plan. Like the HIA, it did note the potential impact of largescale construction works on environmental conditions (noise, dust etc.) which could present negative health impacts, highlighting the most vulnerable age groups. It noted the mitigation to minimise air quality impacts that would be secured through various policies in response to this risk.

The Sustainability Appraisal, Health Impact Assessment and Equalities Impact Assessment are published on [eustonareaplan.info](http://eustonareaplan.info)

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### 1.5 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 and is based on available information at the time of drafting.

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 will be 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.

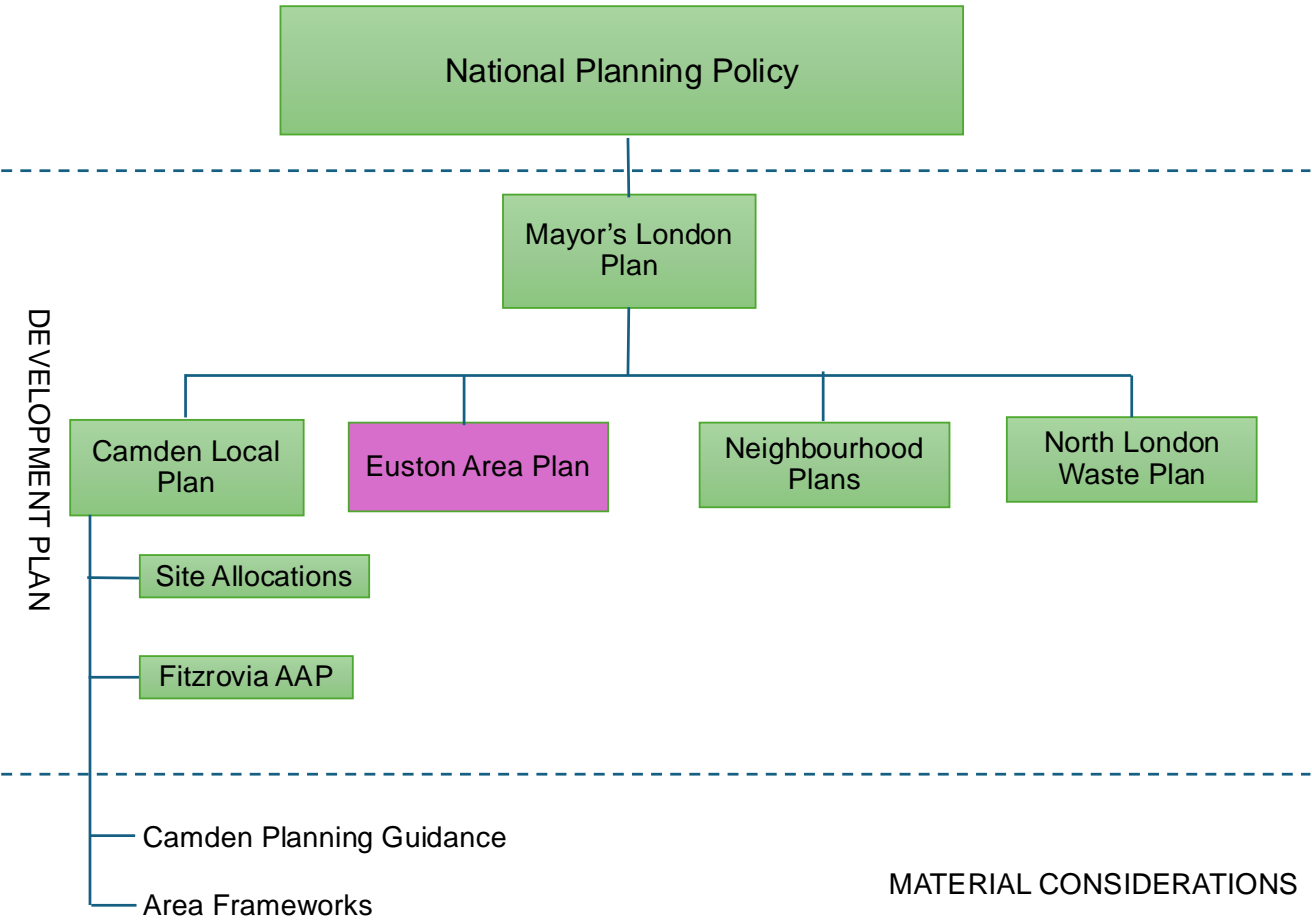


Figure 1.1 Euston Area Plan policy framework

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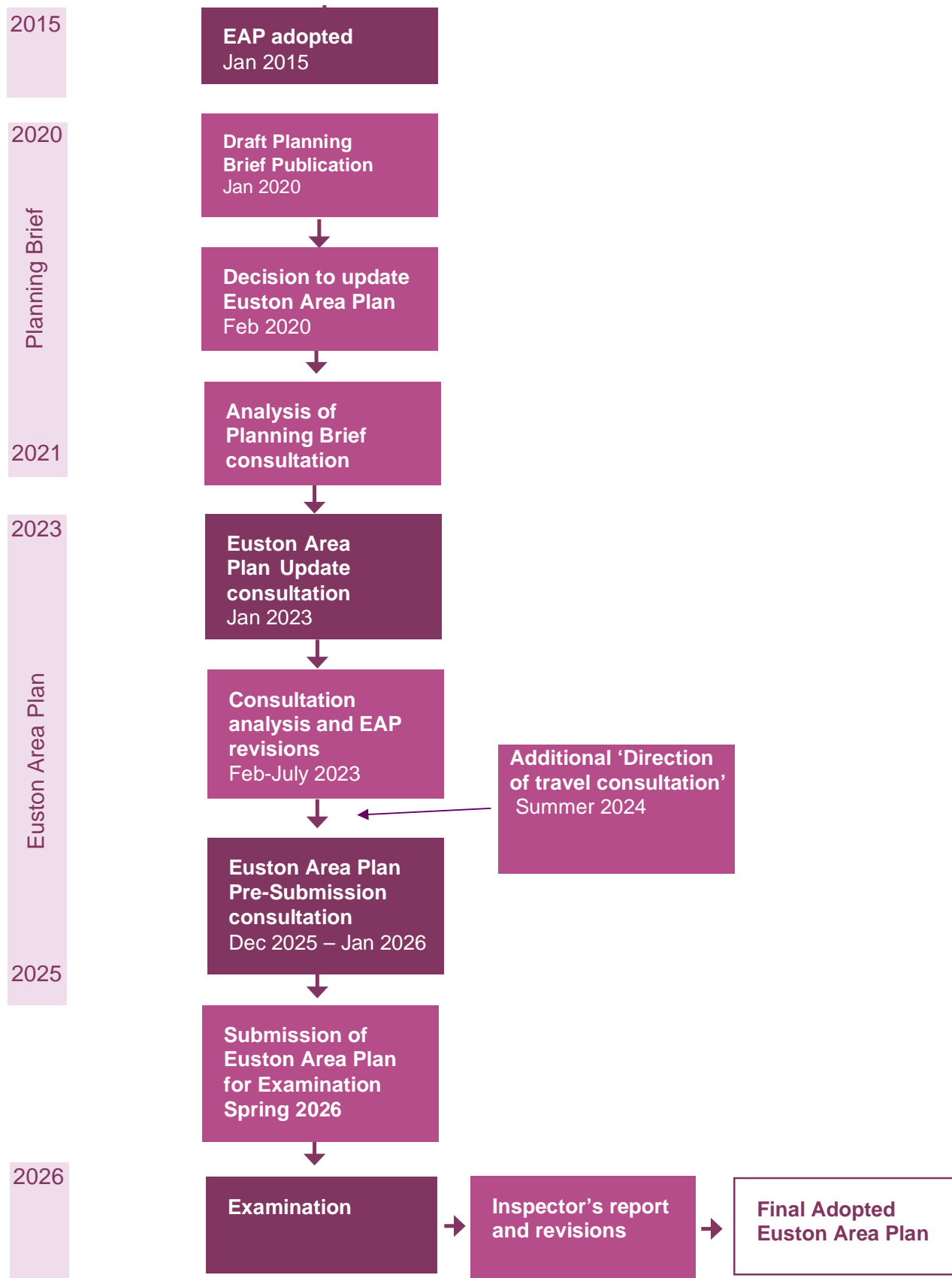


Figure 1.2 Plan production process

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 have been 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 development plan is comprised of a series of documents including the London Plan, Camden's adopted Local Plan which sets out the Council's planning policies covering the period 2017-2031, Camden draft new Local Plan (once adopted) and which covers the period 2026-41, and the Euston Area Plan (EAP) adopted in 2015 and as updated. An illustration of the planning policy framework is provided in figure 1.1.

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. The Somers Town Neighbourhood Forum is in the process of developing a neighbourhood plan 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 if 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.



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### 1.6 Evidence to Support the EAP

The policies in the EAP need to reflect up-to-date and relevant evidence about the social, economic and environmental characteristics and prospects of the area and they must be in accordance with the National Planning Policy Framework (NPPF). The Council has collected a wide range of information and commissioned studies to support and inform the update to the EAP, including studies on open space, economic impact and retail floorspace. A viability assessment of the policies in the EAP Update has also been undertaken.

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.eustonareaplan.info](http://www.eustonareaplan.info)

### 1.7 Consultation

Extensive consultation was carried out during the preparation of the EAP, the draft Planning Brief and this update to the EAP, including with the Residents Advisory Group and business and community groups. 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.



