

4

Places

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4. Places

Introduction

This chapter sets out the proposals for each of the seven character areas, 'Places', in the plan area in detail.

For each area (see figure 4.1 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 Ampthill and Mornington Crescent Station

4.7 West Somers Town

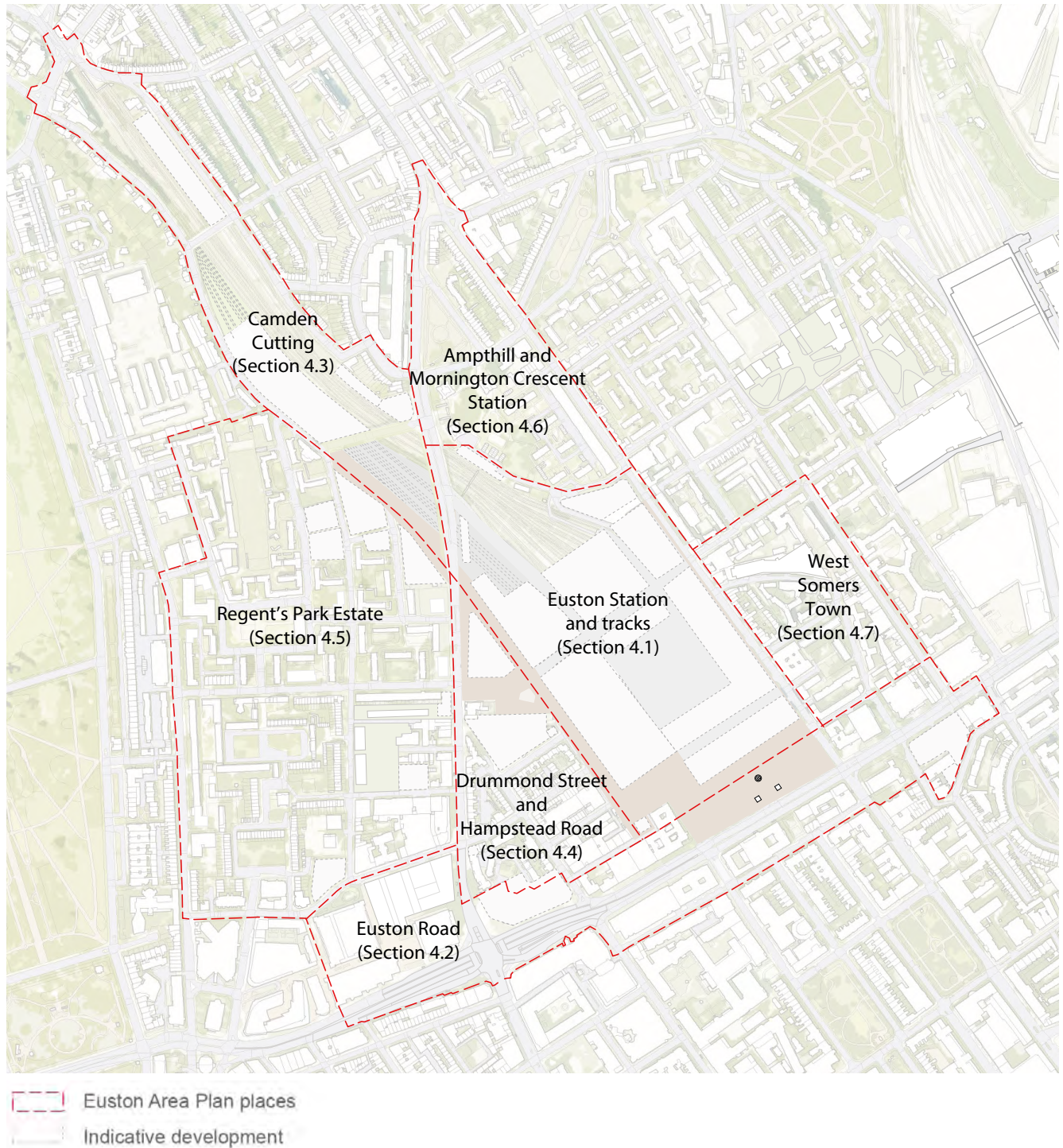


Figure 4.1 Key plan to show sub areas, “Places” and relevant plan sections

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 of which 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 London terminus for the new HS2 rail link and is likely to see a significant increase in the number of users in the future due to HS2 and increased general rail demand
- Key landowners/leaseholders are Network Rail, DfT 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 it works well operationally and 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 Network Rail station will be critical to achieving the development principles, and therefore requires ongoing collaboration between Camden Council, GLA, TfL, Network Rail, DfT, HS2 and the Master Development Partner 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 well designed station, public transport interchange, integrated public realm alongside development which facilitates new (where practicable at ground level) legible and attractive public east-west and north-south routes through the site. Development should deliver a range of high quality, public open and green spaces linked together by public realm.

There is potential for between at least 130, rising to upwards of 400 new homes and at least 9,700 new jobs rising to upwards of 16,800 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 tracks, and compatibility with the plan objectives and policies. 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. When considering new commercial floorspace, the Council will support and prioritise the creation and retention of suitable floorspace for Knowledge use priority growth sectors (see Strategic Principle EAP 1). Educational floorspace will also be prioritised and cultural uses will also be considered. Other employment uses will be supported where it is proven that these reflect current and emerging needs of the knowledge economy.

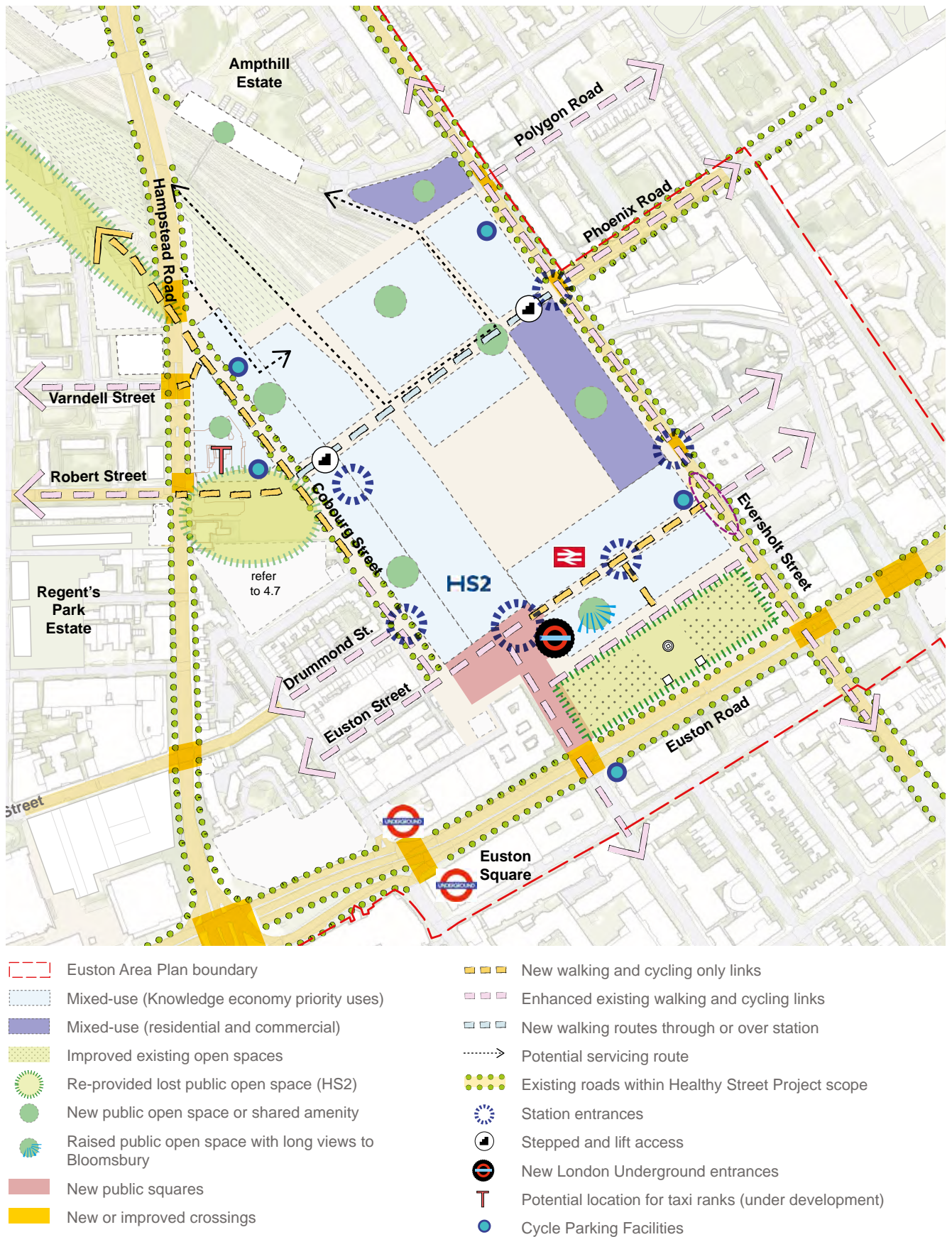


Figure 4.2 Euston Station illustrative masterplan to show overall development principles

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 at least 130 and approximately 400 homes mainly located above the eastern side of the station and on the adjoining site which should provide the maximum reasonable amount of affordable housing (in line with the Camden Local Plan and the London Plan), and at least 9,700 jobs rising to upwards of 16,800 jobs, focused above and around 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 the extent of the new station and the redevelopment of the existing 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. The range in the number of homes also acknowledges the challenge of delivering homes as part of a complex station redevelopment.

Achieving the higher densities of homes and jobs will require a careful approach to design, scale and adequate provision of infrastructure. As well as replacement open space to mitigate that lost to HS2, the maximum level of open space should be provided to support development. This should be considered holistically across the masterplan, exploring all options, including, the use of decking space above the railway tracks wherever feasible for this purpose.

Knowledge economy priority:

There is potential for at least c.210,000sqm rising to upwards of c.360,000 sqm of employment floorspace.

In considering applications for commercial uses, the Council will support and prioritise the creation and retention of suitable floorspace for Knowledge use priority growth sectors and educational floorspace. Other employment uses will be supported where it is demonstrated that these reflect current and emerging needs of the knowledge economy (also see Strategic Principle EAP1 and supporting text at section 3.2).

Knowledge Economy Floorspace:

New employment floorspace should be suitable for the needs of Knowledge Economy occupiers, academic institutions and innovative small businesses that support the growth of the Knowledge Economy. 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 office workspace: offices 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, particularly at ground floor level, 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.

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 and visitors.

Entrances to the development around or above the stations will be provided at street level and will form part of the station frontages where development and transport infrastructure interact. 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 visitors, workers, rail users and local people.

Retail provision should include businesses that serve the needs of existing residents as well as new residents and workers 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. Such a use could be co-located with food retail uses to promote sustainability.

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

4. 1 EUSTON STATION

Social infrastructure:

New housing development creates additional demand for community facilities including schools. 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. In line with Camden Local Plan and Strategic Principle EAP 1 of this plan, 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

New station design

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

Architecture

The designs for the new or redeveloped Euston Stations will need to be well integrated with adjacent or over station development so as to create a coherent, legible, inclusive and inspiring new piece of city. Whilst it is important that the architecture conveys through scale and architectural language that this is a significant transport interchange, the design needs to be driven by the changing and emerging context as well as responsive to the specific heritage of this central London neighbourhood.

These buildings should 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.

The impact of the stations at the ground floor should be carefully balanced to ensure that there is sufficient space for station operations (entrances, concourse and associated retail) while also creating active streetscape, providing good quality entrances to development plots, and carefully integrating the new uses with the existing surroundings.

The architectural approach will need an appropriate setting, and the expected scale of the station entrance and concourse 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 legibility and clear expression of the station is important, the design of above and adjacent station development should be given equal consideration through a well-coordinated placemaking led 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 dwell, wait and relax.

Entrances and connections between station and public realm should be generous and pleasant places that can accommodate the appropriate number of people whilst also providing areas for calm and respite. Appropriate measures should be incorporated to ensure public safety and

security without compromising the ability to create aesthetically pleasing and functional public spaces. Signage will be essential but access and interchange also needs to be intuitive and legible. In line with policies in the Local Plan, designs should ensure that new transport infrastructure, stations and development promote access and inclusion, and that the barriers which prevent everyone from accessing facilities and opportunities are removed. Every effort should be made to secure step-free access to stations and routes and better provision for blind/visually impaired people.

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. In order to not detract from the quality of public spaces, 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 uses, to ensure public spaces are not detrimentally impacted by inactive ground floor uses.

4. 1 EUSTON STATION

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 the 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. Development will happen in phases with the potential for significant gaps between phases as a result of the interfaces between the development plots and the station infrastructure. In the early phases, development is expected on sites adjacent to, rather than over the stations (HS2 and NR). Over station development, such as on Cobourg Street (above the area which may be future proofed for future HS2 station expansion), Eversholt Street (above Network Rail) and to the north of Euston Square Gardens (above London Underground station infrastructure) will come forward in the medium term. In the longer term, development of the NR parcel deck could provide opportunities for more jobs, a public east west route above the stations and the provision of inclusive and accessible public spaces which invite people up to the area above the stations.

Overall plans for development should deliver a new high quality mixed use development set within new streets and green spaces that connect into the surrounding

neighbourhoods to help create a vibrant, functional and high quality 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. Each phase of development will be expected to contribute to this outcome. Each phase should also integrate into the surrounding area and deliver a comprehensive place, while providing the conditions for future phases. This new piece of city should therefore be designed in conjunction with the new station in order to maximise the opportunity.

Providing legible and attractive access to development above the station will be integral to delivering the long-term opportunity above the Network Rail station and the success of this place as a new piece of city. Primary access points should be generous high quality urban public realm, maximise openness to the sky, clearly visible and legible from a distance, inclusive, inviting and more civic and grand in nature.

Development over or adjacent to station and tracks:

Development above or adjacent to the stations 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.

New homes could add much beneficial activity and vibrancy to the area, positively enhancing Eversholt St, stitching the new development to the West Somers Town area, an existing thriving residential neighbourhood, avoiding an abrupt divide between commercial station development and the existing neighbourhood. Ground floors should include a variety of welcoming entrance lobbies as well as other commercial and retail uses. Inactive uses such as plant, bin and bike stores should be minimised on the ground floor. Opportunities to provide residential development fronting Eversholt Street should be fully explored while giving due consideration to the challenges associated with residential accommodation above the Network Rail station or related station infrastructure.

Public spaces should be at the heart of development above and around the stations (in accordance with the Principles for Open Spaces and Green Infrastructure chapter) 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. Areas above and around the station should consider daytime uses alongside the nighttime economy to provide a range of functions and spaces to draw a variety of people 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, providing a diversity of use, adding vibrancy and activity throughout the day and into the evening ensuring for example that children feel safe to play and that residents, visitors and passengers have a reason to stay and experience what Euston has to offer, including a variety of retail and cultural uses which support a healthy night-time economy. More information on this can be found in chapter 3.2, Land Use.

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.

4. 1 EUSTON STATION

Comprehensive development:

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

We expect the HS2 and Network Rail stations to be designed as an integrated station. A masterplan that holistically considers the development process between development plots, 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. Although railway infrastructure requirements and costs may limit options for 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, including any long term routes which are able to be provided to access the area above the stations, 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 through or above the stations should be accessible (incorporating an inclusive design approach) and maintain a 'street like feel': permeable, inviting, legible, publicly accessible at all times and maximising openness to the sky.

Euston Street/Drummond Street – Doric Way:

Development should allow for the continuation of an east-west route from Euston Street and Drummond Street to Doric Way, connecting Cobourg Street and Eversholt Street to create a clear, convenient, level and accessible public route, throughout the day and night. The station building and entrances should be designed to front onto a re-established Euston Street.

Euston Square Gardens:

Development should be arranged to provide sufficient space adjacent to the northern edge of Euston Square Gardens for a generous green pedestrian route connecting Cobourg Street to Eversholt Street via the new public space in front of the stations. This new route, public realm and space in front of the station should be designed to integrate and connect with Euston Square Gardens. The design of the bus facility will need to be carefully considered to not detract from the attractiveness of this route. Please refer to Chapter 3.4 Transport Strategy and Development Principle EAP 2: Euston Road for further guidance.

Robert Street – Phoenix Road:

The long-term development opportunity above the stations, should facilitate 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. Good quality public realm and greening with uses appropriate to new workers, residents as well as the wider community should be located on this route. 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 (to be 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:

This route over the stations, is likely to be challenging to deliver but should future viability and engineering constraints allow, this link should be explored as a secondary and additional route to the Phoenix Road - Robert St route. This route should be designed as a safe and overlooked space with active frontage on either side wherever possible.

A new north-south link:

A new north-south route along Cobourg Street should be provided 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 created around the station.

Active frontages around the station:

Active frontages should be provided at ground floor around the edge of the station building(s) and to any development adjacent to the station.

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 Eversholt Street and the Podium, and former sites of 1 Euston Square and Grant Thornton House, to create new high quality buildings and new public spaces in front of the station entrances and entrances to the London Underground. 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.

4. 1 EUSTON STATION

The public spaces should be appropriately sized to accommodate large volumes of passengers and they should act as a buffer between the station entrances and Euston Square Gardens and an entry to HS2, Network Rail and associated development. The existing station piazza performs a valuable public function providing space for people to linger, wait and relax. Sufficient 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 or around 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:

The area has been identified as a potential location for taller buildings. The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant development plan policies. Development should largely be limited to between 30 and 38 metres above ground level to protect and enhance the Mayor's protected viewing corridors.

Proposals must be subject to detailed impact modelling in line with the Mayor's London View Management Framework guidance and consideration of Historic England's guidance on the Setting of Heritage Assets (2017 V2) 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.

There is potential for increased height at the north-eastern part of the station (around 47- 60 metres from ground level, i.e. 14 to 18 storeys¹) at the south west corner of the station on the site of the now demolished One Euston Square (indicative appropriate height 55m above ground level subject to consultation with the GLA regarding height, massing and design); and to the south-west of the 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 viewing corridors and local views should be preserved.

¹ A storey is assumed to be 3.3m

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

Design Code:

To support a future masterplan for the transport related development, a design code for development above and around the stations should be developed by the Master Development Partner in partnership with the Council, with effective involvement of local communities throughout the process. 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 Open Space Strategy.

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 and provide accessible access for all. 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 4.2. Public open space should be provided in front of the new station entrances. These spaces should be appropriately sized for the expected volume of passengers.

Bus facilities:

The provision of bus facilities, including high quality passenger waiting facilities, driver welfare 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.

4. 1 EUSTON STATION

A number of options for a new bus facility have been assessed and the proposed option of a new linear bus facility is now to be developed further as the preferred option. 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:

- Ensuring operational and passenger requirements are appropriately met
- Providing a one-way linear 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. This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.

- 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.
- 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. 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 walking and cycling
- Encouraging the use of cleaner vehicles which comply with ULEZ standards
- Encouraging the use of Zero Emission Capable (ZEC) vehicles 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 the new 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 4.1, 3.3, 3.5, and 3.12. 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 4.2 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. These should be carefully sited to avoid conflict with pedestrians.

Servicing:

There is an opportunity to reuse the existing service route, which provides access to the Network Rail parcel deck, to provide servicing and fire access to future over station development plots here and this should be fully explored. Any servicing proposals would need to demonstrate acceptable impacts on the local area and that it does not impact on the qualities of the proposed new routes. Consolidation and micro-consolidation should be utilised in an effective servicing strategy.

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 new development should be highly energy efficient, minimising lifetime carbon emissions, installing the maximum amount of renewable technologies and supporting green infrastructure above and around the stations including trees above the Network Rail Station.

Waste heat:

Local heat networks and 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 make 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. A public open space adjoining the western entrance to the HS2 station could provide a buffer between the station entrance and any future replacement public open space for St James's Gardens.

The area above the stations presents a unique opportunity to provide new public space and greening. Opportunities to incorporate welcoming public spaces into designs should be fully explored. Such provision is likely to be challenging due to the cost of developing above railway infrastructure and its success would depend on comprehensive redevelopment of the NR trainshed. Equally, the area above and around the station should include a diversity of open spaces that relate well to adjacent buildings and uses to form complete places and should be delivered in line with Strategic Policy EAP 5 of this plan.

Taller buildings to the south of the stations could provide opportunities for views over Bloomsbury and the possibility of this roof accommodating a public open space should be fully explored. A public space in this location would provide a significant amenity for new residents, workers and surrounding communities.

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

publicly accessible areas above the stations should be an integral part of the open space network. Open spaces 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 4.3) 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:

- Responding to Local Plan policies including 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 2 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 development above or around 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 design approach is required from Network Rail and HS2 to ensure that the design of the new and redeveloped stations facilitates optimal development potential 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).

The extent of 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 maximum possible 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 for new employment / economic development. This will respond to 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. 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, higher education, retail and residential development in the Euston Area. Transaction and purchase values are high, and Economic output in the Knowledge Quarter is growing faster than even the City of London, with economic output growing by 70% from 2011 – 2019 in the Knowledge Quarter compared to 49% in the City of London and 47% in Canary Wharf. Growth is set to continue as the area continues to develop and attract new major assets, including the new Moorfields Eye Hospital and a major expansion of the British Library. The 2018 Science and Innovation Audit (SIA) highlighted the importance of this area as an ‘incubator’ for the whole of the UK and a significant contributor to the wider levelling up agenda, in particular due to strengths in life sciences, AI and machine learning. And the Government’s recently published Science and Technology Framework recognises this area’s clusters as containing a portfolio of critical technologies that will be essential to the UK’s future prosperity.

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 parts of the HS2 and NR 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, the redeveloped NR station and over-/ adjacent site development itself.

The high-level testing of development scenarios 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 include an element of flexibility where appropriate, 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. The potential quantum of development has been tested using a design-led approach, considering the opportunities and the policy requirements limiting heights in the area.

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

4. 1 EUSTON STATION

Key projects, delivery partners and mechanisms

Euston station redevelopment:

The Department for Transport and Network Rail, 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 Euston Delivery Company will have a crucial role in progressing the development potential above and around both the station and tracks, the creation of a new high-speed rail station 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, highway improvements including new pedestrian crossings, 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 5.7 for information on the approach to S106 and CIL contributions.

Flexibility:

Delivery of housing above the station should be fully explored. However, it is recognised that with the unusual costs involved in redeveloping the station and above tracks, development viability could be a challenge. Where it can be justified, the Council will consider whether an alternative approach to development above the station could meet the objectives of the EAP and the Local Plan.

Phasing and delivery:

It is anticipated that works to enable development above and around the stations would largely happen within the HS2 delivery programme and the works to refurbish/ redevelop the Network Rail station. Opening of the HS2 station was anticipated for 2031-36, which includes a year of testing prior to opening however the HS2 programme is currently being reset. The phasing set out below assumes that any possible over-site development occurs at the same time as providing a deck but above and adjacent station development construction is likely to continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.

Short Term (2026-2031)

- Development adjacent to station infrastructure that is not affected by station interfaces
- Enabling works for station infrastructure.
- Royal Mail Site (EA2)

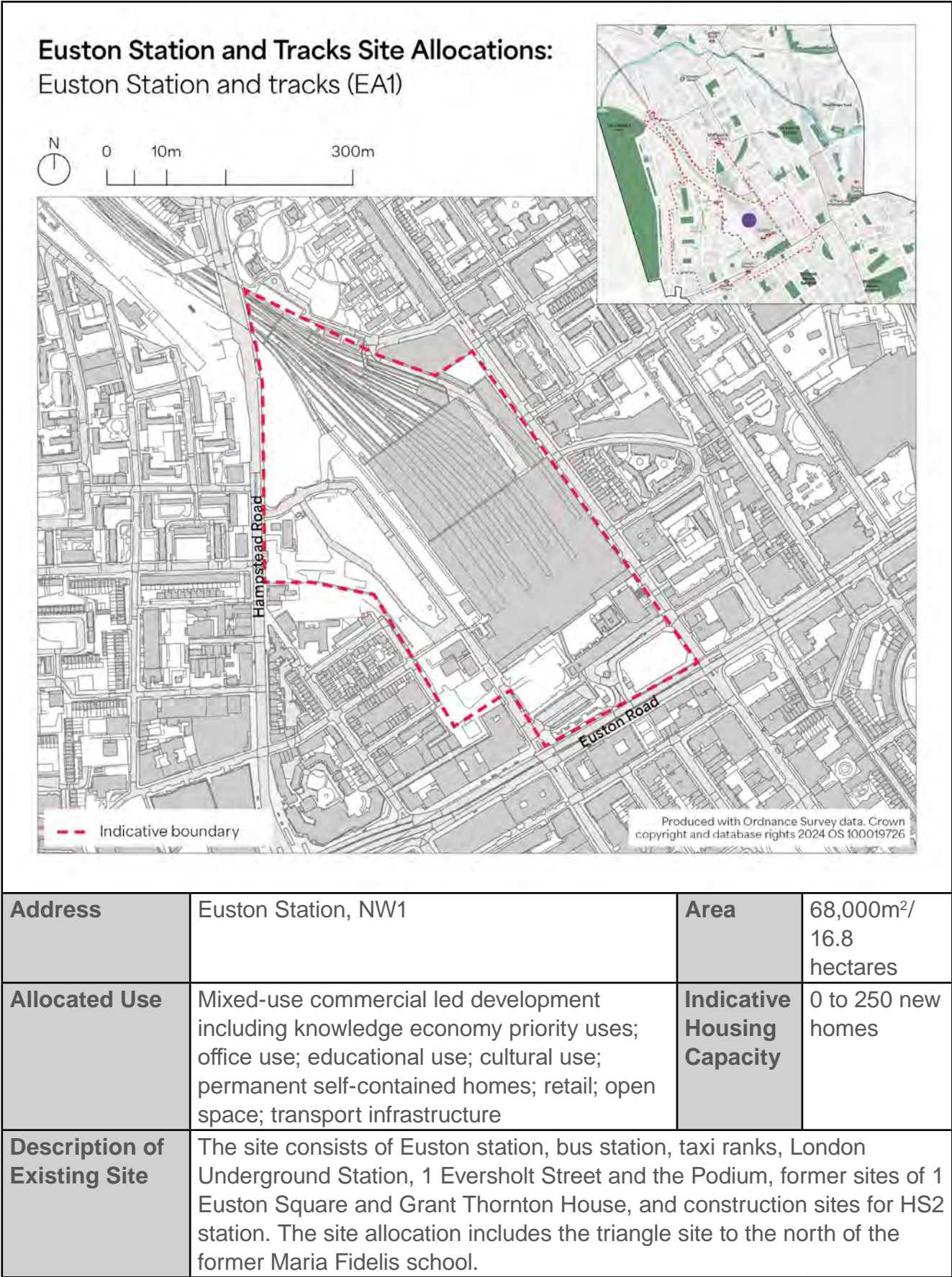
Medium term (2031-2041)

- Euston Station concourse redeveloped
- HS2 station footprint constructed
- Redevelopment of Euston Station forecourt and existing office blocks
- Infrastructure provision
- Phased over site development above or adjacent to HS2 and Network Rail concourse

Long term (2041+)

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

4. 1 EUSTON STATION

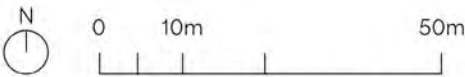


Context	The site is located in the CAZ and within a Landmark Viewing corridor (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Development and Design Principles	<ul style="list-style-type: none"> • Full details of development and design principles for this site allocation is provided in the preceding section (Section 4.1). • Development proposals for this site allocation should look beyond land ownership and explore with the owners of the Royal Mail site (EA2) and Maria Fidelis site (EA9) whether a joined-up approach to development of neighbouring land parcels would deliver greater benefits. • To ensure high quality placemaking, development proposals will need to consider the impact on and relationship to neighbouring sites. In particular, a joined up approach with the Maria Fidelis site (EA9) may help to achieve a better outcome in relation to the reprovizion of public open space lost in St James Gardens.
Potential location of taller buildings	<ul style="list-style-type: none"> • Height of up to 38m (61m AOD) over or adjacent to the station is assessed as not impacting on the LVMF viewing corridors and associated Wider Setting Consultation Areas. • Subject to design and testing, locations for taller buildings may be located in: <ul style="list-style-type: none"> ◦ Location A (indicative heights 40-60m / 62-84m AOD) to the south-west of the station acting as a marker for the major infrastructure, within the shadow of St Paul's; or similar or lower in height of, the now demolished, 1 Euston Square. Proposed height to take account of the setting of heritage assets including the Royal College of General Practitioners (Grade II*) and key views from Bloomsbury Conservation Area. ◦ and in location B to the north-east of the station (indicative height 40-60m / 66-86m AOD) within the shadow of St Paul's Cathedral. Proposed height to take account of the setting of heritage assets including Regent's Park and Chester Terrace and mitigate the impact on neighbouring residential amenities.

4. 1 EUSTON STATION

Potential location of taller buildings (continued)	<ul style="list-style-type: none"> • Fuller guidance on heights for this site allocation is provided in the preceding section (Section 4.1) • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. Any building which encroaches on the LVMF will be subject to consultation with the GLA. • Further guidance on tall building locations is provided in section 3.3 Design Strategy and in the preceding section (Section 4.1).
Infrastructure Requirements	<p>A future planning application would need to demonstrate how the design of the HS2 and Network Rail stations are integrated and would work together and how this would enable development and delivery of EAP objectives.</p> <p>Development will be expected to make appropriate contributions to supporting social infrastructure.</p>
Other Considerations	<ul style="list-style-type: none"> • This is part of the Euston station masterplan area and is linked to the delivery of sites in the Camden Cutting EA6, EA7 and EA8. Proposals should be progressed through a comprehensive masterplanning process. To deliver a comprehensive approach, a future application should include the entire masterplan area, with any required strategies covering the whole masterplan area as outlined in the EAP. • Open space and social infrastructure should be provided as part of strategies for the masterplan area. • Housing feasibility to be assessed. • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy. • The site is covered by the Crossrail 2 Safeguarding Direction. Any future planning applications should be referred to Transport for London for comment.

Euston Station and Tracks Site Allocations:
Royal Mail Site (EA2)



Address	1 Barnby Street, NW1 1AA	Area	3200m ² / 0.03 hectares
Allocated Use	Mixed use development: permanent self-contained homes and employment	Indicative Housing Capacity	140 new homes
Description of Existing Site	Royal Mail depot		
Context	The site is located in the CAZ and within the Wider Setting Consultation Area (background) of a Landmark Viewing corridor as set out in the London View Management Framework SPG. The terrace to the north (Eversholt House, 163-203 Eversholt Street) is Grade II listed as is the Church of St Mary the Virgin, diagonally opposite the site.		

4. 1 EUSTON STATION

Development and Design Principles	<ul style="list-style-type: none"> • If the Royal Mail need to retain an operational use on this site, the existing floorspace for this use should be reprovided. • Development proposals for this site should look beyond land ownership and explore with Network Rail whether a joined-up approach to development of neighbouring land parcels would deliver greater benefits. • Development proposals should provide the conditions to support a comprehensive masterplanned approach to the Euston Station site (EA1) including the development and design principles set out in Section 4.1. This includes supporting routes across the station and exploring the potential to support servicing of the Euston Station site. • Development should improve pedestrian experience on Barnby Street and Eversholt Street.
Potential location of taller buildings	<ul style="list-style-type: none"> • Subject to detailed design and testing, there may be opportunity for a taller building to be located on this site. The building 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. • The height of a tall building should not cause unacceptable impact to the amenity of neighbouring occupiers, in particular the residents of the Amphil Square Estate situated to the north of the site. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. • Development must be designed to respect the nearby listed buildings.
Infrastructure Requirements	<ul style="list-style-type: none"> • Service access to Euston Station to be considered. • Support future routes across the station as necessary.
Other Considerations	<ul style="list-style-type: none"> • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy. • The site is covered by the Crossrail 2 Safeguarding Direction. Any future planning application should be referred to Transport for London for comment.

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) and 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), the British Library (Grade I Listed), and 161-167 Euston Road (former Nettlefold House and the architecturally similar former post office), demonstrate the development of English architecture over the last century and 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.

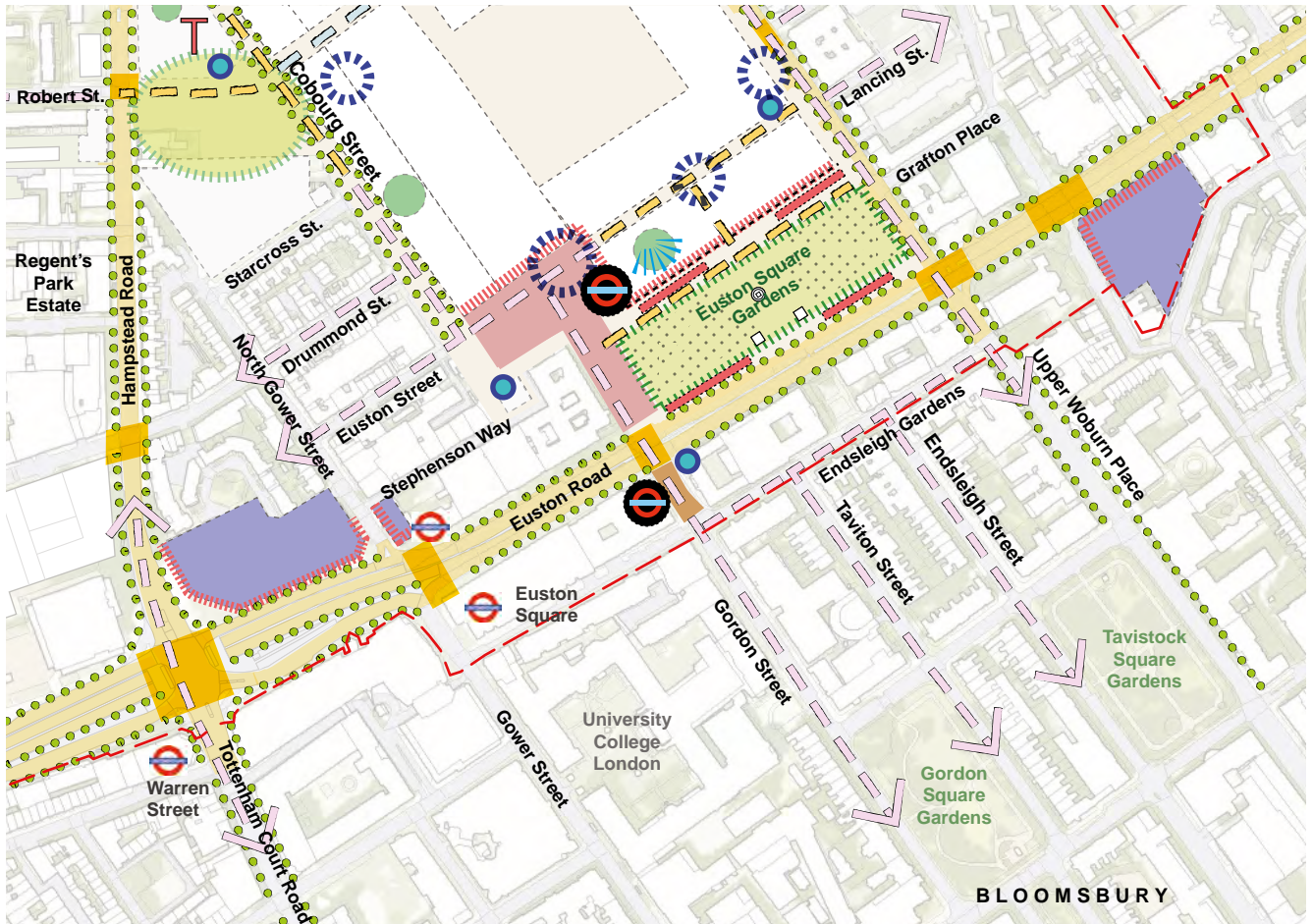
Development Principle EAP 2: Euston Road

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. The bus facility may include some stops on Euston Road.

C: Camden and TfL will work with developers, Network Rail and HS2 to improve / introduce new road crossings, junction safety improvements and the overall quality of the public realm as part of the Euston Healthy Streets project. This should include an underground pedestrian link between Euston Station and Euston Square Station. Development and proposals should lead to improved building frontages and active uses where opportunities emerge to create a more attractive and vibrant street.

D: There is potential for new and replacement homes and jobs to be provided in the Site Allocations of the following: Euston Circus Building (EA4), Euston Square Hotel (EA5) and The Place/ Premier Inn (EA3).



- | | |
|---|--|
| --- Euston Area Plan boundary | Stepped and lift access |
| Mixed-use development | --- New walking routes |
| --- Main commercial or active frontages | --- Enhanced existing walking and cycling |
| Improved Euston Square Gardens | New London Underground entrances |
| Re-provided lost public open space (HS2) | --- Potential location for bus stops / stands |
| New public squares | T Potential location for taxi ranks (under development) |
| New or improved crossings | ● Cycle Parking Facilities |
| Gordon Street Pedestrianisation | Stations Entrances |
| ●●●●● Existing roads within Euston Healthy Streets project scope | |

Figure 4.3 Euston Road – illustrative masterplan

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.
- Policy and guidance (land use and design) for the site allocations in the Euston Road area (Euston Circus Building, Euston Square Hotel and The Place/ Premier Inn) is set out at the end of Section 4.2.
- Enhanced retail, leisure and cultural offer: Consideration of the extension of Central London Frontage to buildings along Euston Road to activate the street and support the retail role of the area providing shops and services for workers and residents. Euston Road is a suitable location for cultural and leisure facilities.

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, in particular through introducing well designed active frontages at ground floor level (see figure 4.3).

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.

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. Those areas of the Euston Road with the greatest increase in pedestrian pressure will require the most significant upgrades. These include: east of the Upper Woburn Place Junction; areas to the south of the Masterplan Development near the Gordon Street and Upper Woburn Place junctions; and to the west of the Gordon Street junction.
- 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 from development delivered around the Euston Stations. Improvements to the Upper Woburn Place and Gordon Street junction crossings are particularly important.
- 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.
- A new sub surface crossing linking Euston Station with Euston Square Station should be provided to help meet additional passenger demand and to help ease the pressure on above ground crossings. This would help to improve road safety.

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. Improvements to east west cycling will need to consider segregated infrastructure where feasible. If such infrastructure is not provided on Euston Road, alternative routes should be signposted and upgraded. Cycling improvements should include:

- The 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, 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 impact 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 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;

- 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;
 - Incorporate play opportunities and be designed to cater for different ages.
 - 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.
 - Paths through and entrances into the Gardens should be informed by rigorous assessment of desire lines considering major junctions, access to stations, development parcels 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;
 - Mature trees should be retained and larger trees planted wherever possible. Ensure deeper soil depths to allow for larger trees;
 - Aspire for the relocation of the Robert Stephenson statue back to original position between the two pavilions is sought. The pavilions should be celebrated and used to activate the space;
 - If historic assets are relocated, any new location should be equally appropriate to the heritage qualities of the assets as the existing location; and
 - 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.

Development should seek to reduce vehicle emissions by promoting sustainable travel modes, micro consolidation of freight servicing 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 2 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 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 and cultural 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 major development proposals and station redevelopment where appropriate. Potential for temporary improvements to public realm, 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 Circus Building, Euston Square Hotel and The Place/Premier Inn:

Viability work undertaken for the Local Plan Submission Draft underpins the allocated use of the above sites and demonstrates that there is sufficient flexibility in the Development Plan policies to support viability. The respective landowners have responded to the call for sites / expressed an interest in redevelopment and will play a critical role in site delivery.

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. The London Squares Preservation Act is disapplied for the duration of the HS2 build and HS2 will be responsible for reinstating and upgrading the gardens in order to help mitigate the open

space permanently lost.

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 and Long term (2026 – 2041+)

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

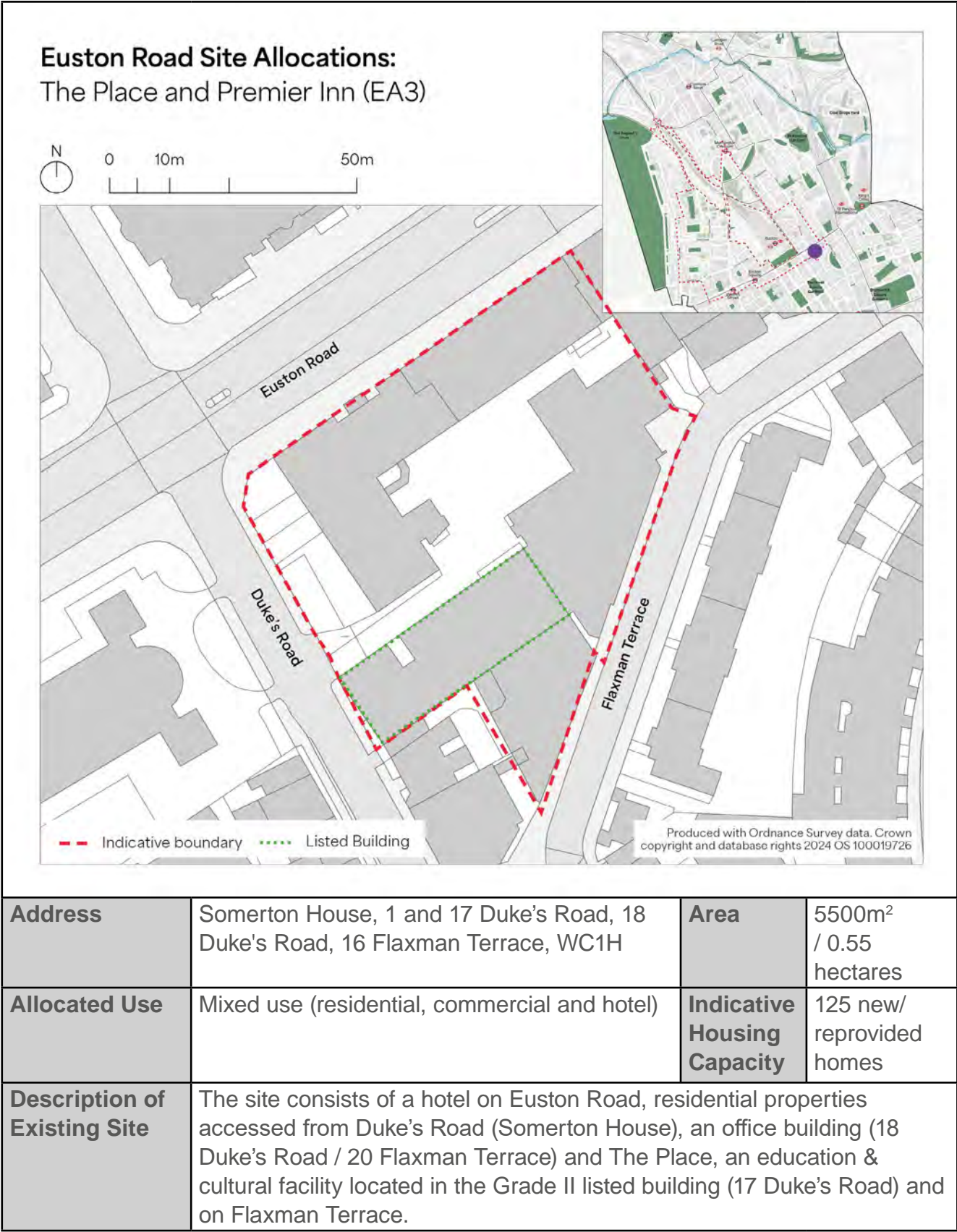
Short and Medium term (2026 – 2041)

- The Place and Premier Inn (EA3)
- Euston Square Hotel (EA5)

Medium and Long term (2031+)

- Euston Square Garden reinstatement/improvements
- Reallocation of roadspace to sustainable modes and accompanying measures to reduce private vehicle traffic
- Euston Circus Building (EA4)

4.2 EUSTON ROAD

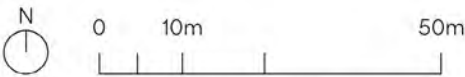


Context	<p>The site is located in the CAZ and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG. The south of the site is located within the Bloomsbury Conservation Area. Number 17 Duke's Road and attached railings is Grade II listed. Opposite the site on Duke's Road is the Grade I listed Church of St Pancras.</p>
Development and Design Principles	<ul style="list-style-type: none"> • A comprehensive approach which includes the adjacent sites of the Premier Inn hotel, the residential Somerton House, the office building and The Place could be considered. • The redevelopment of The Place will be considered in line with policies in the Local Plan which includes the possibility of redevelopment if at least equivalent facilities are provided. Opportunities for a new facility should be fully explored as part of the Euston station development. A relocation strategy must be provided as part of a planning application for the site. Should the site be no longer needed as a cultural space it may be possible to re-develop the site, with residential as the preferred use. Options which consider the role of the site as part of the Euston station area masterplan will be considered. • Ensure that a design-led approach is taken to delivering the optimum amount of development on the site. • The existing social homes would need to be reprovided and any redevelopment proposals should be formulated in consultation with residents. • Mixed use development which will be expected to optimise the provision of additional homes, having regard to relevant Local Plan policies. • Development proposals must retain the Grade II listed 17 Duke's Road, ensuring that its fabric and setting are protected and, where appropriate, enhanced to better reveal its heritage significance, and establish an appropriate and viable use to ensure the building's long-term future. • The development should improve Flaxman terrace as a residential street including new homes fronting this street, provide active frontage on Duke's Road and Euston Road, and improve the public realm with particular regard to pedestrian accessibility and greening. • Development should not harm the setting of the Grade I listed Church of St Pancras, with particular attention paid to the backdrop of the portico and tower in views from the west.

4.2 EUSTON ROAD

Development and Design Principles (continued)	<ul style="list-style-type: none"> • The development should provide active frontage and improve public realm on Euston Road. • Increase areas of soft landscaping to mitigate surface flooding risks. • The development should not cause harm to the character and appearance of the adjacent listed buildings.
Potential location of taller buildings	<ul style="list-style-type: none"> • Height should respond to a varied context for this site: height may range from around 20m (42m AOD) above ground level to the south on Flaxman terrace (to better relate to the Bloomsbury Conservation area), to up to approx. 40m (62m AOD) to the north (responding to the higher context of Euston Road). Taller buildings may be appropriate on Euston Road subject to testing the impact on the LVMF background view and impact on local context. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. Any building which encroaches on the LVMF will be subject to consultation with the GLA.
Infrastructure Requirements	<ul style="list-style-type: none"> • Development must contribute to public realm and active travel improvements on Euston Road, including those to be delivered through the Euston Healthy Streets project (see key projects identified in this section (Section 4.2)).
Other Considerations	<ul style="list-style-type: none"> • If a scheme proposes substantial or full demolition of existing buildings on these sites, this would need to comply with Local Plan policies on demolition including a condition and feasibility study, and options appraisal. Please refer to the Local Plan and Camden Planning Guidance. • Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Local Plan and demonstrate that circular economy principles have been applied. • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.

Euston Road Site Allocations:
Euston Circus Building (EA4)



Address	250 Euston Road, NW1 2PG	Area	6500m ² / 0.65 hectares
Allocated Use	Mixed use (residential and commercial): Permanent self-contained homes; employment; retail	Indicative Housing Capacity	115 new homes
Description of Existing Site	Existing office building fronting North Gower Street, Euston Road and Hampstead Road with the pedestrian route through Tolmers Square to the north. The site includes 'The Square Tavern' public house which faces towards the pubic open space within Tolmers Square.		

4.2 EUSTON ROAD

Context	The site is located in the CAZ and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG. To the north of the site there are two terraces of listed buildings on North Gower Street: Nos.168 and 170 and Nos.185-191.
Development and Design Principles	<ul style="list-style-type: none"> • The site should be redeveloped to provide new homes as well as to enhance workspace provision. LVMF constraints may allow for a tall building which is relatively slim in this location. Given the constrained floorplate of a tall building, residential use would be supported. • The development should provide active frontage and improve public realm on Euston Road and Hampstead Road, retain and improve the pedestrian East-West link to the north and retain or reprovide the existing public house. • Development must be designed to respect the nearby listed buildings. • A retrofit first approach should be assessed. • Impact on neighbouring amenities should be mitigated. • Development of this site will need to consider the development potential of the Euston Square hotel site (EA5) to provide a design led solution which optimises development potential. • Designs to ensure that the residential elements have a good public and private space distinction and active ground floors.
Potential location of taller buildings	<ul style="list-style-type: none"> • A potential taller building may be appropriate of up to approx. 75m (from ground level / 101m AOD) on the corner of Euston Road and North Gower Street subject to detailed design and testing. The height and massing should be tested so as to mitigate impact on residential amenities to the north. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. Any building which encroaches on the LVMF will be subject to consultation with the GLA.
Infrastructure Requirements	<ul style="list-style-type: none"> • Development must contribute to public realm and active travel improvements on Euston Road, including those to be delivered through the Euston Healthy Streets project (see key projects identified in this section (Section 4.2)).

Other Considerations	<ul style="list-style-type: none"> • If a scheme proposes substantial or full demolition of existing buildings on these sites, this would need to comply with Local Plan policies on demolition including a condition and feasibility study, and options appraisal. Please refer to the Local Plan and Camden Planning Guidance. • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy. • Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Local Plan and demonstrate that circular economy principles have been applied.
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4.3 CAMDEN CUTTING



Address	Euston Square Hotel, 152-156 North Gower Street, NW1 2LU	Area	6000m ² / 0.6 hectares
Allocated Use	Mixed use (residential and commercial): Permanent self-contained homes; hotel	Indicative Housing Capacity	20 new homes
Description of Existing Site	Existing hotel located at the corner of North Gower St and Euston Rd and existing Euston Square station		
Context	The site is located in the CAZ and within the Landmark Viewing corridors (Wider Setting Consultation Area) as set out in the London View Management Framework SPG. To the north of the site there are two terraces of listed buildings on North Gower Street: Nos.168 and 170 and Nos.185-191.		

Development and Design Principles	<ul style="list-style-type: none"> • This site could be redeveloped to provide a new mixed-use development with the provision of additional hotel floorspace and new homes. • Mixed use development would be expected to optimise the provision of additional homes, having regard to relevant Local Plan policies (including policies aimed at maximising the supply of self-contained housing from mixed-use schemes), and the scale of all additional floor area proposed. • The development should provide active frontage and improve the public realm, in particular on Euston Road. • Preserve the look and character of the listed granite setting carriageway on Stephenson way. • Development must be designed to respect the nearby listed buildings. • Impact on neighbouring residential amenities should be assessed and mitigated. • Development of this site will need to consider the development potential of the Euston Circus site (EA4) to provide a design led solution which optimises development potential. • Subject to detailed design and testing, height of up to 40m (66m AOD) may be appropriate on this site situated at the corner of Euston Rd and North Gower St. The indicative height reflects the size of the site and the surrounding context. • The height and massing should be tested so as to mitigate impact on residential amenities to the north.
Infrastructure Requirements	<ul style="list-style-type: none"> • Improvement to Euston Square Station providing a new accessible entrance. This should be fully integrated into the building where feasible. • Development must contribute to public realm and active travel improvements on Euston Road, including those to be delivered through the Euston Healthy Streets project (see key projects identified in this section (Section 4.2)).

4.3 CAMDEN CUTTING

Other Considerations	<ul style="list-style-type: none">• If a scheme proposes substantial or full demolition of existing buildings on these sites, this would need to comply with Local Plan policies on demolition including a condition and feasibility study, and options appraisal. Please refer to the Local Plan and Camden Planning Guidance.• Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Local Plan and demonstrate that circular economy principles have been applied.• The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.• Underground development constraints: subterranean groundwater flow, slope stability and TFL Underground Zone of Influence. The site is within the 'secondary A' aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised. For basement proposals, applicants would need to provide a Basement Impact Assessment. Applicants should also consult TFL on development proposals.
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4.3 Camden Cutting

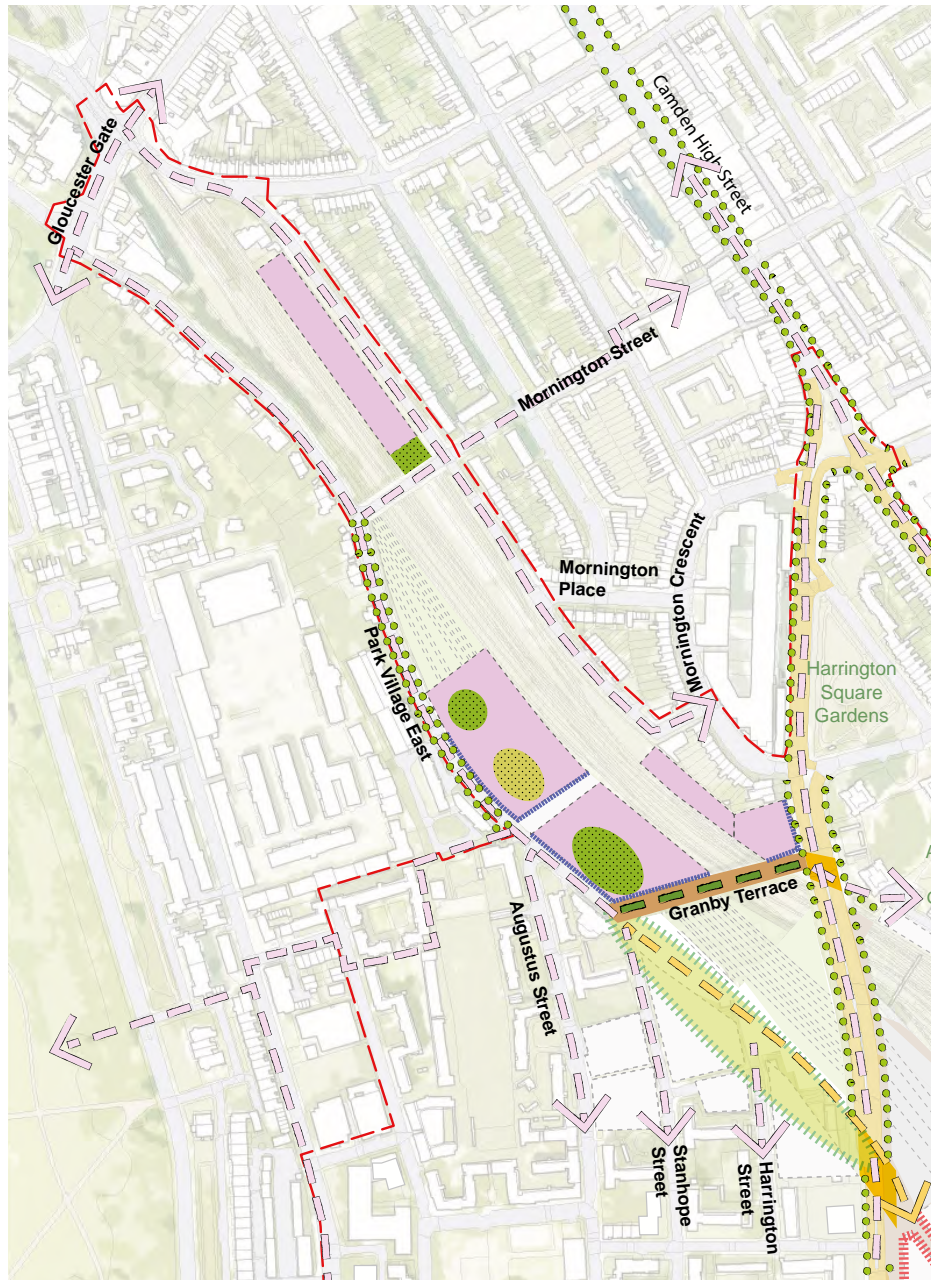
Context:

- 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 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 demolition 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 and 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, there may be an opportunity to develop on the sidings adjacent to Mornington Terrace. Camden remains committed to decking over the tracks and will work with partners to unlock this potential.
- Replacement open space to help to mitigate the loss resulting from the HS2 scheme is shown in an area between the tracks and north of the Regent's Park Estate.

Development Principle EAP 3: Camden Cutting

At least 500 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 parts of the railway cutting to help make the most of this underutilised space and reconnect communities. Green public 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.

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 development in this area.



- | | | | |
|--|---|--|--|
| | Euston Area Plan boundary | | New green link network |
| | Predominantly residential development | | New green walking and cycling only links |
| | Re-provided lost public open spaces (HS2) | | Enhanced existing walking and cycling links |
| | New public open space | | Existing roads within Euston Healthy Streets project |
| | New amenity or communal open space | | Main active or commercial frontages |
| | New or improved crossings | | Other key frontages |
| | Greening and improved public realm | | |

Figure 4.4 Camden Cutting illustrative masterplan

4. PLACES

Land Use

New homes:

On the current understanding of land which could be enabled for development, there is potential for at least 500 new homes to be developed above the tracks and on the HS2 worksites in this area. Provision should include the maximum reasonable amount of affordable housing provision, taking into account any relevant viability issues, in line with the London Plan, 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.

Social infrastructure:

New housing development creates additional demand for community facilities including schools. 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.

Enabled land over tracks:

Due to the complexity and costs of developing over live railway tracks, only part of the Camden Cutting is currently expected to be enabled for development. These areas are shown in Figure 4.4.

Should engineering and feasibility constraints change in the future, the Camden Cutting area is considered suitable for further development, subject to meeting the various policies in the Development Plan and consultation with local residents. Enabling more land over the tracks would help to optimise land for development providing additional space for housing and public open space. While replacement open space should be provided as close to its original location as possible, the Camden Cutting is identified as having potential to provide space for the reprovision of some of the open space lost to HS2.

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 and 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 4.4 above to illustrate key routes and potential development parcels, taking into account the historic and built context, the provision of open space and scale of development likely to be required for development to be viable.

The area has been identified as a potential location for taller buildings. The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant development plan policies. Tall buildings should be of highest architectural quality and take into consideration the setting of the listed buildings and conservation areas. Particular attention should be given to the impact on views from Park Village East and Mornington Terrace looking South towards the new development.

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 designed and 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 and with potential for a tall building, around 12 storeys, adjacent to the railway (c.40 metres from existing ground level). Development to the north side of Granby Terrace bridge may be up to around 9-10 storeys (c. 30-33 metres). There is potential for a taller building
- (c.40 metres) at the corner of Hampstead Road and Granby Terrace Bridge. These indicative heights should be measured from existing ground level on the adjacent street (2014) based on Ordnance Survey Data. Heights are indicative and the precise heights for tall buildings will be the subject of a full testing process through detailed masterplanning work and an assessment of impact in line with London Plan policy, site constraints and other factors including legibility, sunlight and daylight.
- 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.

4. PLACES

- 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 provided this contributes to place making.
- 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 4.6) 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.

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. Development should be contextual to the historic grain of this part of the Camden Town Conservation Area and the nearby listed buildings. A development height of up to 5 storeys would respond to the existing context. This height is indicative and the precise height in this location should be the subject of a full testing process through detailed masterplanning work and an assessment of impact, site constraints and other factors including sunlight and daylight.

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 a 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.

Active frontages along Hampstead Road:

Active frontages and uses 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:

To support the masterplan for transport related development, a design code for development above and around the Cuttings should be developed by the Master Development Partner in partnership with the Council, with effective involvement of local communities throughout the process. 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:**

A new east-west pedestrian and cycle link between Park Village East and Clarkson Row/Mornington Terrace is likely to be difficult to deliver due to the height differences between these areas and the proximity of railway infrastructure. If engineering and viability constraints allow then this route should be delivered to improve the permeability of the area.

Park Village East should be extended to meet Hampstead Road, but as a pedestrian, wheeling 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. It is noted that Network Rail require vehicle access to the tracks from the western side of the Cuttings and an access point from the western side of Granby Terrace is Network Rail's preferred option. The Council will work with HS2 and Network Rail to ensure this service access can sit alongside a future traffic-free walking, wheeling and cycling route. Future servicing of development plots should not undermine the aspiration of a traffic-free pedestrian and cycle route.

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

New open spaces and amenity space:

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 were 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 local open space lost to HS2 works. It would also provide a green pedestrian and cycling link between Hampstead Road and Park Village East.

Since the time of the hybrid bill, part of the Z-plot area has been identified as having some development potential alongside open space. This is not shown on figure 4.4, as the amount of reprovided open space capable of being provided over the tracks and elsewhere by HS2 has been reduced. Should it be possible to re-provide the lost open space elsewhere, there could be potential for a development plot in this location. Any development here should take account of development proposals for the adjoining Regent's Park Estate to deliver a joined-up approach to placemaking. Likewise, the delivery of this public open space needs to consider the future context to ensure a comprehensive layout that follows high quality placemaking principles. Any 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 and as part of a wider open space strategy.

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 (figure 4.4), 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.

4. PLACES

Delivery Strategy

Detailed delivery information for the Camden Cutting area is set out below. See also Appendix 2 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 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 4.4 should be the starting point for any development proposals.

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 included noting that designs need to be finalised and costs confirmed.

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 may 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

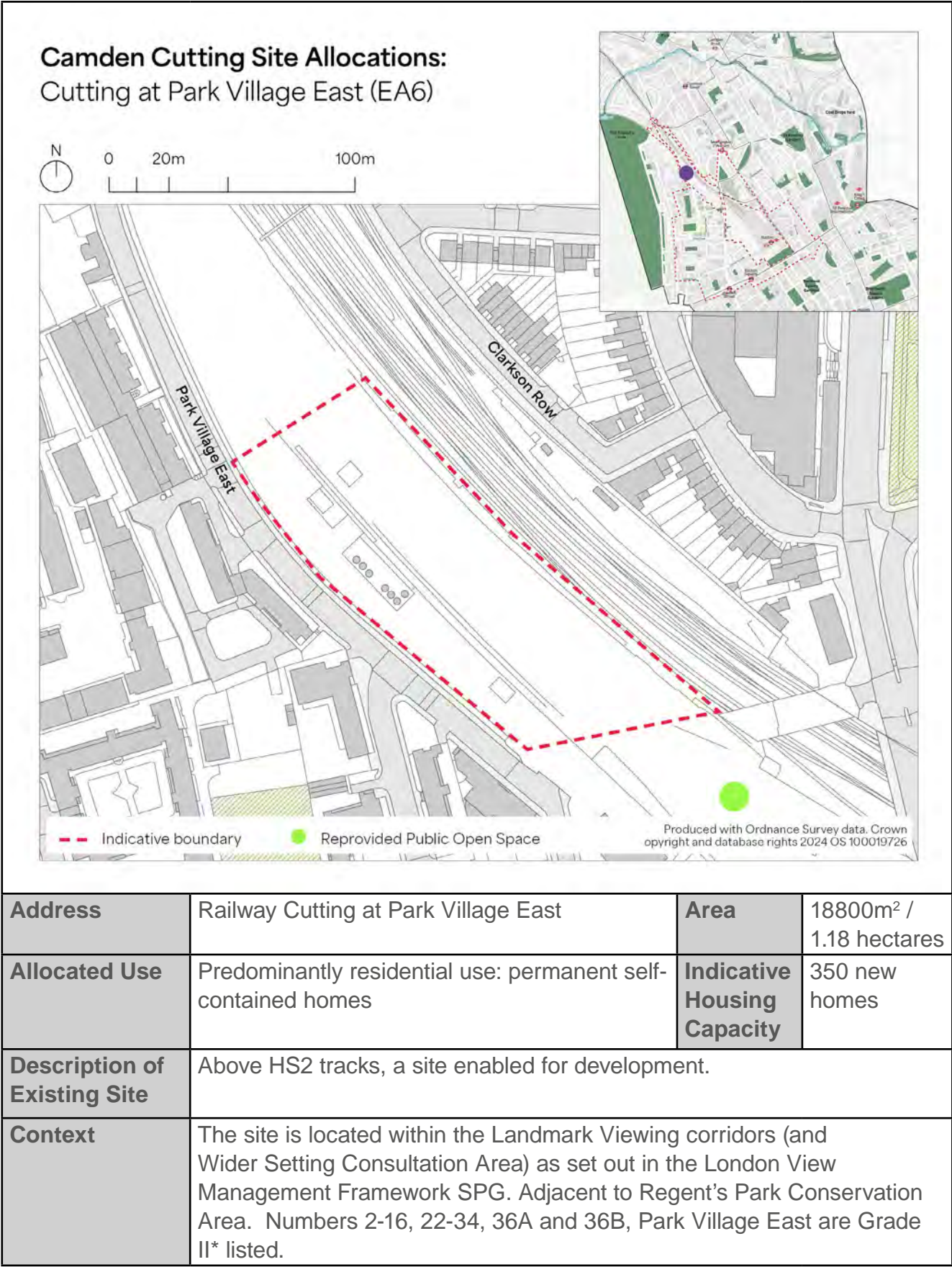
New housing and infrastructure: The Department for Transport, HS2 and Network Rail will be critical in progressing any proposals for this area. HS2 is responsible for delivering the new rail route and associated infrastructure, whilst Network Rail and DfT will have an important role in progressing the over-site development potential above both the station and tracks.

The MDP will need to work with these organisations 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 development partners and additional Government funding.

Phasing

It is anticipated that works to enable over-site development here would largely happen within the HS2 delivery programme with some plots requiring Network Rail enabling. HS2 completion and the delivery date of HS2's Euston station is currently being reprogrammed. 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 (2031-2041).

4. PLACES

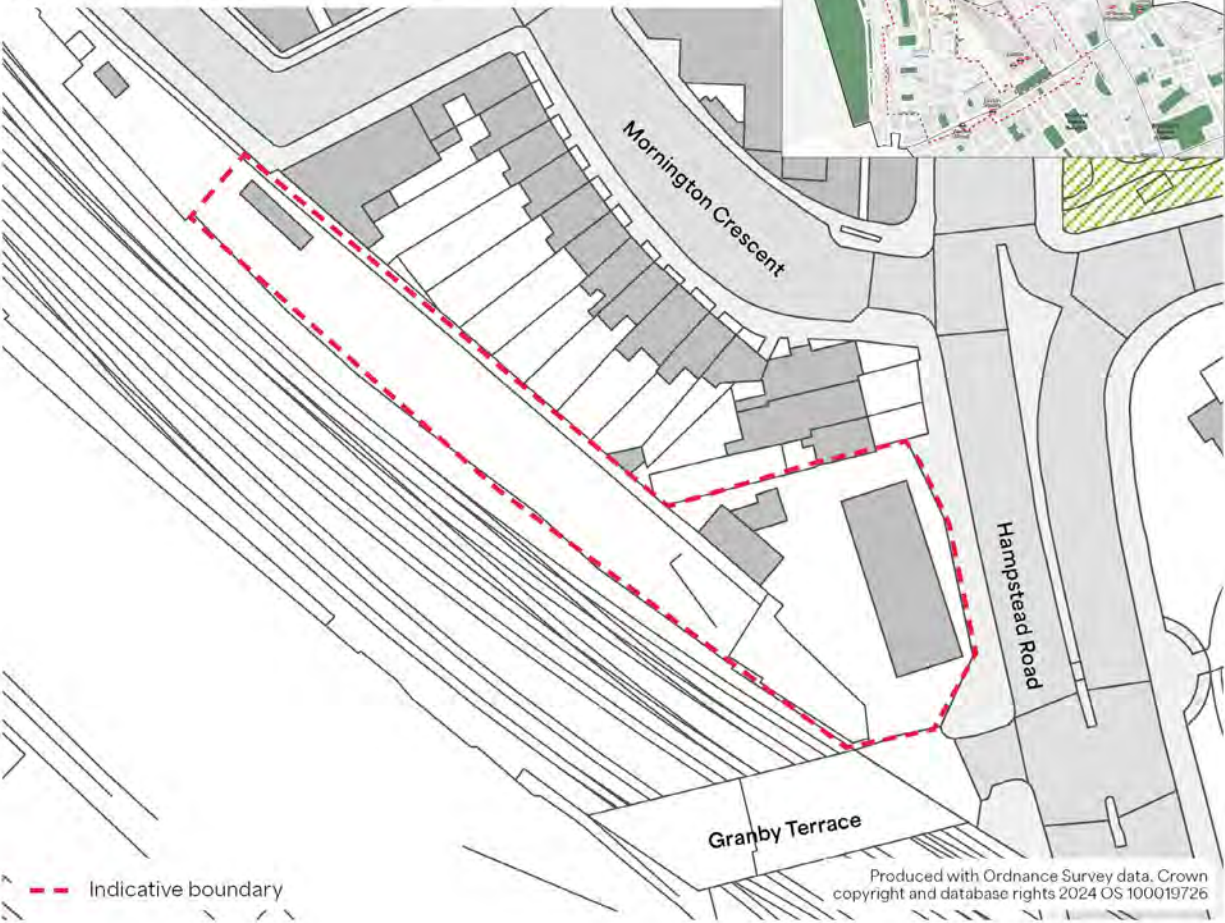
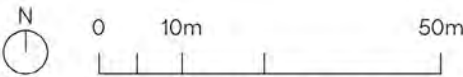


Development and Design Principles	<ul style="list-style-type: none"> • Housing led development including large green public open space • Active frontages should be provided on key routes. • Improvements to Granby Terrace bridge as a key green pedestrian route • Development proposals should explore opportunities to link the potential for a large green public open space with the improved Granby Terrace Bridge and a future Langdale open space to the south. • Full details of development and design principles for this site allocation are provided in the preceding section (Section 4.3)
Potential location of taller buildings	<ul style="list-style-type: none"> • Height should respond to a varied context: from 16m (48-50m AOD) along Park Village East to the north, near the listed buildings and conservation area, to 33m (62m AOD) to the south as a marker to Granby Terrace Bridge to the south. • Taller buildings of around 12 storeys (up to approximately 42m / 73m AOD) may be appropriate in some locations. Potential taller building may be appropriate to the north, by the railway tracks, subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. Exceptional quality design and shaped massing should be developed to minimise any impact on the setting of the Conservation areas and listed buildings. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. Any building which encroaches on the LVMF will be subject to consultation with the GLA. • Development must be designed to respond to the site's context including the nearby Regent's Park Conservation Area and the setting of listed buildings on the west side of Park Village East. • Full details on heights for this site allocation are provided in the preceding section (Section 4.3)
Infrastructure Requirements	<ul style="list-style-type: none"> • Development will be expected to make appropriate contributions to supporting social infrastructure

4.3 CAMDEN CUTTING

Other Considerations	<ul style="list-style-type: none">• This is part of the masterplan area and is linked to the delivery of the Euston Station site (EA1) as well as the other site allocations in the Camden Cutting (EA7 and EA8). Proposals should be progressed through a comprehensive masterplanning process. To deliver a comprehensive approach, a future application should include the entire masterplan area, with any required strategies covering the whole masterplan area as outlined in the EAP.• The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.
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Camden Cutting Site Allocations:
Granby Terrace Bridge/Hampstead Road (EA7)



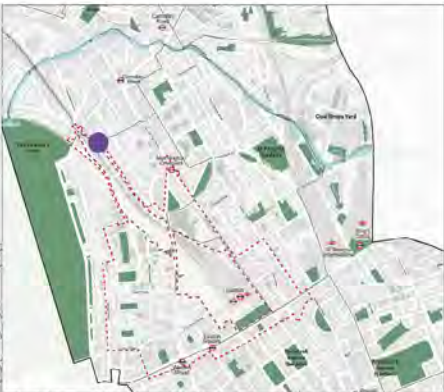
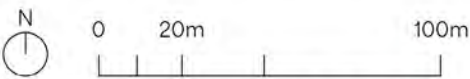
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Address	Hampstead Road, NW1 3EA	Area	1200m ² / 0.12 hectares
Allocated Use	Predominantly residential use: permanent self-contained homes	Indicative Housing Capacity	30 new homes
Description of Existing Site	Former Addison Lee site now HS2 construction facilities site		

4.3 CAMDEN CUTTING

Context	<ul style="list-style-type: none"> The site is located within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG. Part of site is located within the Camden Town Conservation Area and there are nearby Grade II listed buildings including the adjacent semi-detached houses '261-263 Hampstead Road' and the terrace of houses comprised of 1 Mornington Crescent and 2-12 Mornington Crescent.
Development and Design Principles	<ul style="list-style-type: none"> Residential led development should improve the corner of Hampstead Road and Granby Terrace bridge providing active ground floor and improved public realm. Impact on neighbouring residential amenities to be mitigated.
Potential location of taller buildings	<ul style="list-style-type: none"> Height should respond to a varied context: from 10m (31m AOD) along the rear of the terraced housing to a potential taller building at the corner of Granby Terrace Bridge and Hampstead Road to the south. A potential taller building may be appropriate at the corner of Hampstead Rd, up to circa 40m (66m AOD), subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. Any building which encroaches on the LVMF will be subject to consultation with the GLA. Development must be designed to respect the sensitive heritage constraints, including the Camden Town Conservation Area, and adjacent listed buildings; and to respect the amenity of neighbouring residents.
Infrastructure Requirements	<ul style="list-style-type: none"> Development will be expected to make appropriate contributions to supporting social infrastructure.
Other Considerations	<ul style="list-style-type: none"> Development of sidings to be explored. This is part of the masterplan area and is linked to the delivery of the Euston Station site (EA1) as well as the other site allocations in the Camden Cutting (EA6 and EA8). Proposals should be progressed through a comprehensive masterplanning process. To deliver a comprehensive approach, a future application should include the entire masterplan area, with any required strategies covering the whole masterplan area as outlined in the EAP. The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.

Camden Cutting Site Allocations:
Cutting at Mornington Terrace (EA8)



Address	Railway Cutting at Mornington Terrace	Area	6400m ² / 0.64 hectares
Allocated Use	Predominantly residential use: permanent self-contained homes	Indicative Housing Capacity	130 new homes
Description of Existing Site	Railway sidings		

4.3 CAMDEN CUTTING

Context	<ul style="list-style-type: none"> The site is located within the Landmark Viewing corridors (Wider Setting Consultation Area background) as set out in the London View Management Framework SPG. Located adjacent to Camden Town Conservation Area and adjacent to Grade II listed buildings (58 Mornington Terrace and Edinboro Castle PH). The site is opposite a Grade II listed terrace (26-52, 53 and 54, 55 and 56 Mornington Terrace).
Development and Design Principles	<ul style="list-style-type: none"> Residential led development to create a double-sided residential street on Mornington Terrace. Development should be contextual to the historic grain of Camden Town Conservation Area and adjacent / nearby listed buildings. Height of approx. 5 storeys. Development should improve the corner of Mornington Street bridge and Mornington Terrace providing active ground floor and improved public realm. For street-facing units, especially on Mornington Street bridge, consider fenestration treatments for appropriate balance of privacy/ security and street activation. Increase areas of soft landscaping to mitigate surface flooding risks. Development must be designed to respect the locally listed Mornington Street Bridge including its Grade II listed stone pillars.
Infrastructure Requirements	<ul style="list-style-type: none"> Development will be expected to make appropriate contributions to supporting social infrastructure
Other Considerations	<ul style="list-style-type: none"> Development of southern railways sidings to be explored. This is part of the masterplan area and is linked to the delivery of the Euston Station site (EA1) as well as the other site allocations in the Camden Cutting (EA6 and EA7). Proposals should be progressed through a comprehensive masterplanning process. To deliver a comprehensive approach, a future application should include the entire masterplan area, with any required strategies covering the whole masterplan area as outlined in the EAP. The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.

4.4 Drummond Street and Hampstead Road

Context:

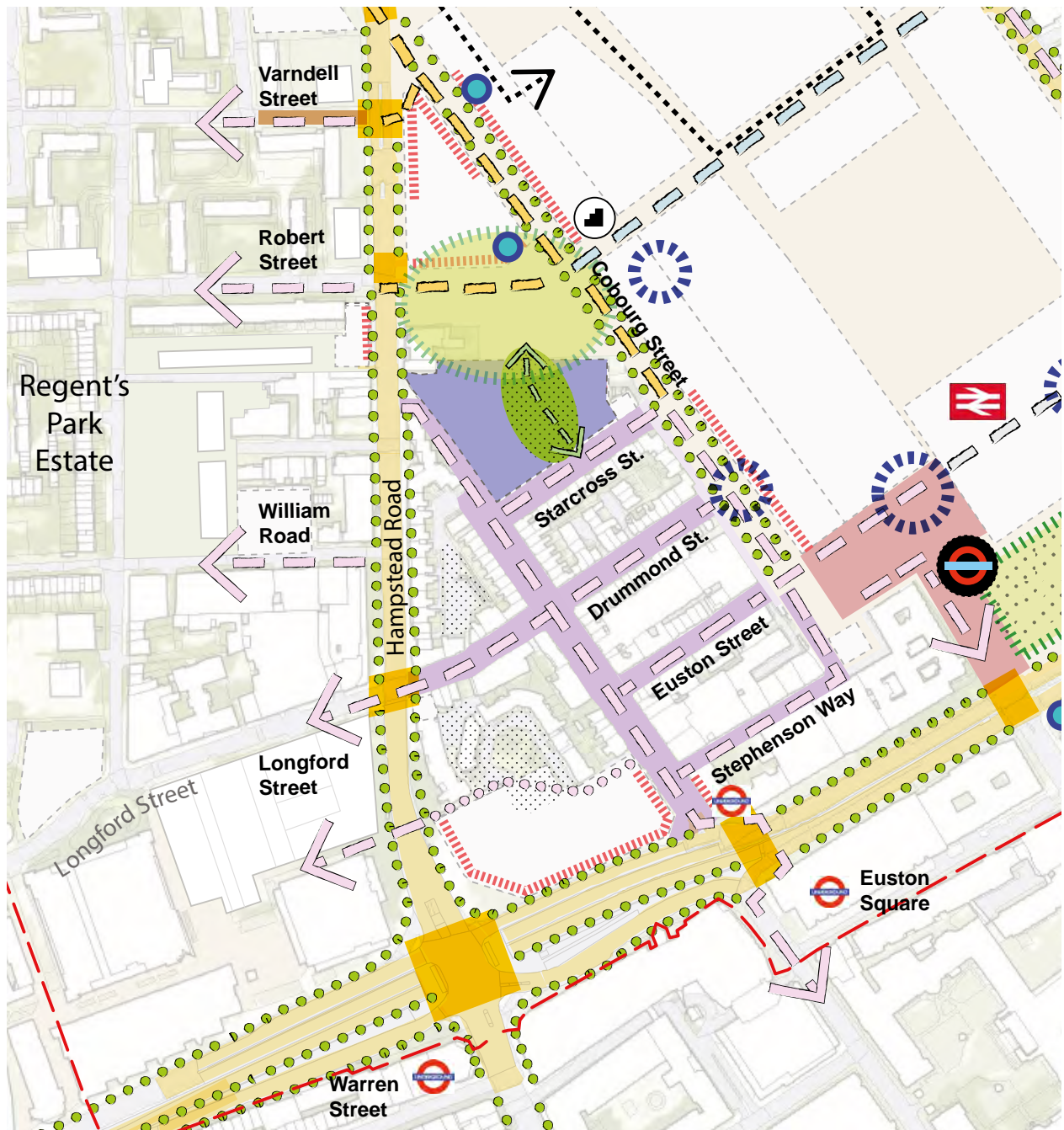
- The Drummond Street/ Hampstead Road sub area contains a mix of uses including shops, restaurants and homes. Many of these are being directly affected by the construction of HS2. Land ownership in the area is diverse, and includes public and private ownership of buildings, land and containing a number 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, including listed buildings and undesignated heritage assets in the Drummond Street area as well as the old school building on the Maria Fidelis site. On North Gower Street, Drummond Street, Euston Street, and Starcross street developments have largely retained the original scale and the historic street pattern, a fine-grained regular Georgian Street layout, remains.
- Part of the Maria Fidelis site is temporarily occupied by the main HS2 Euston site office, the Camden Construction Skills Centre and the Euston Community Hub.
- 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.
- The Euston Town BID, funded by the HS2 Business and Local Economy Fund, have worked with traders to install newly designed shopfronts to many businesses on Drummond Street improving the appearance of the area. They are also bringing forward other projects to improve lighting and to address anti-social behaviour.
- Parts of the 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.

4. 4 DRUMMOND STREET & HAMPSTEAD ROAD

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 along with the delivery of new homes where opportunities arise, for example the former Maria Fidelis School site could be redeveloped to deliver new homes.

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.



- | | |
|--|---|
| --- Euston Area Plan boundary | Stepped and lift access |
| Commercial-led mixed-use development | Station entrances |
| Residential-led mixed-used development | New walking and cycling-only links |
| Re-provided lost public open spaces (HS2) | Enhanced existing walking and cycling links |
| New public open space | New walking routes through or over station |
| Existing open spaces improved | Existing roads within Healthy Streets project scope |
| Existing open spaces | Existing path through residential areas |
| New public squares | New or improved crossings |
| Main commercial or active frontages | Public realm enhancements |

Figure 4.5 Drummond Street and Hampstead Road illustrative masterplan

Land Use

A balanced mix of new uses:

New floorspace provided in the site allocation of the former Maria Fidelis school, identified in figure 4.5 should be residential-led mixed-use. The triangle site to the north of former Maria Fidelis site should provide commercial or cultural-led mixed use floorspace. For further guidance on the former Maria Fidelis site allocation, please refer to the end of Section 4.4. For further guidance on the Triangle site, please refer to the Euston Station (EA1) site allocation which includes the Triangle site (Section 4.1).

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.

- To provide greater flexibility, the government introduced a new Use Class E which includes a broad range of uses open to visiting members of the public including shops, restaurants, gyms and nurseries as well as other uses such as offices. Changes between uses in Class E do not require planning permission. Where planning permission is required for a change of use, the Local Planning

Authority will protect the established character of the neighbourhood centre.

- The Council has introduced an Article 4 Direction to remove a permitted development right that allows uses within Class E to change to residential use without planning permission. 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.
- The scale and form of any new or altered ground floor frontages in the Drummond Street/ Euston Street area 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 further 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 and those that fall within the expanded Euston Station footprint

Design of new development:

Ensuring development sites improve the urban fabric and street scene, provide open space and integrate with their surrounding context:

- **Former Maria Fidelis school site:** Design guidance for these site allocations is provided at the end of Section 4.4.
- **Triangle Site (north of former Maria Fidelis):** Design guidance for the Triangle site is included in the Euston Station (EA1) site allocation (Section 4.1).
- **Cobourg Street:** Should become a green and primarily pedestrian 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 street greening and seating, improved pedestrian crossings and cycle facilities.

HS2 Station north west entrance:

An entrance at the western side of the station should be set within high quality public space with active frontages and uses around it wherever possible to provide a vibrant access to the station. This entrance would create better connectivity with Cobourg Street, Drummond Street and Hampstead Road, and the western and northern neighbourhoods beyond (towards Regent's Park, Mornington Crescent and Camden Town).

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 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:

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

A taxi and private hire vehicle (PHV) rank should be integrated into a development plot in order to make the best use of land and the design should be 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. 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 3.6 (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 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 2 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.

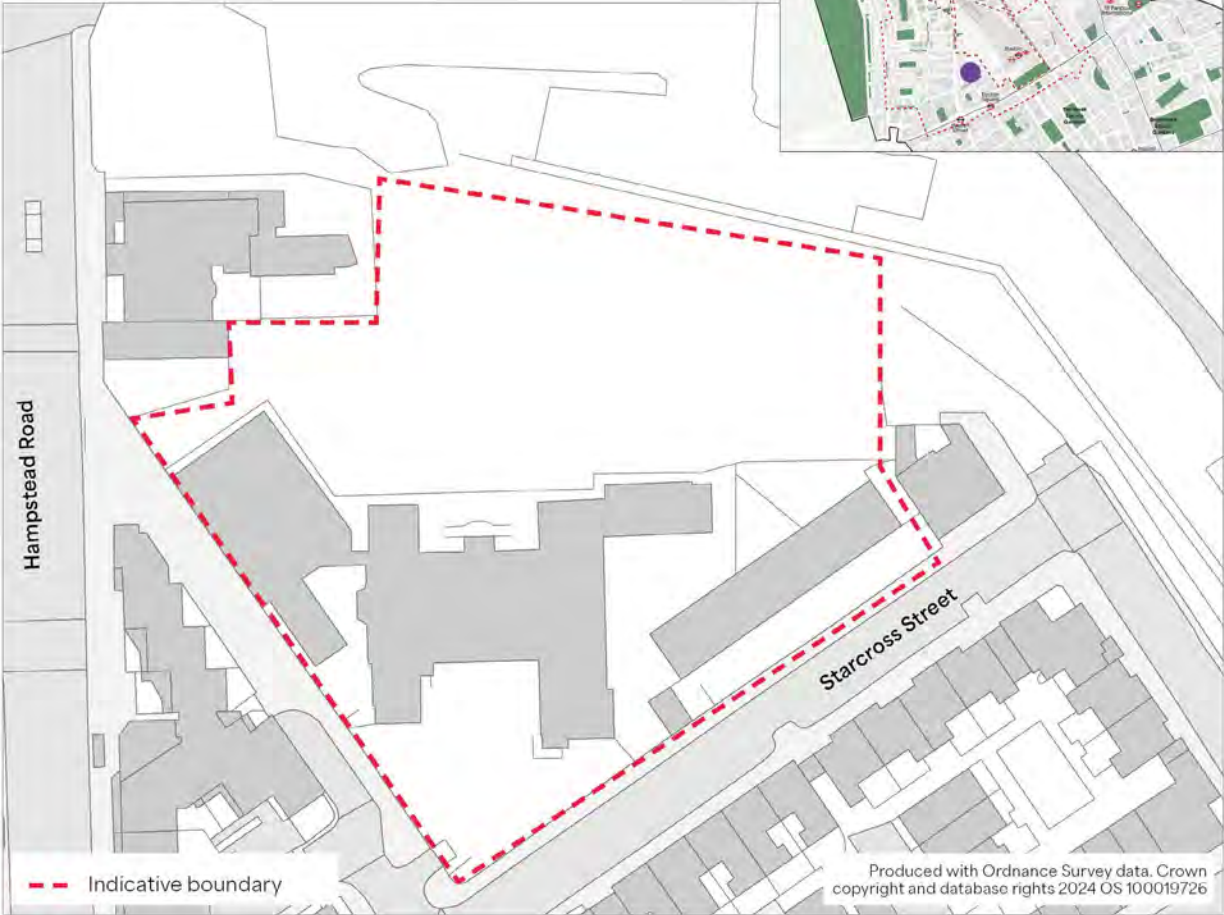
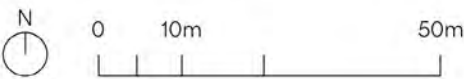
Viability, delivery partners and mechanisms for key sites/projects

- **Triangle Site:** This is part of the Euston Station masterplan area and viability has been assessed on a site wide basis. The high-level testing of development scenarios has indicated that the EAP capacity ranges for homes and jobs and key principles for this area are sufficiently close to viability to progress. Please see Delivery Strategy of section 4.1 'Euston Station and Tracks' for further details. The Department for Transport and the MDP will play a critical role in progressing the development potential of this site.
- **Former Maria Fidelis School site:** Viability work undertaken for the Local Plan Submission Draft underpins the allocated use of this site and demonstrates that there is sufficient flexibility in the Development Plan policies to support viability. Camden Council, as the current landowner, will play a critical role in site delivery.

4. 4 DRUMMOND STREET & HAMPSTEAD ROAD

- **Enhancements to historic buildings and shop fronts:** Shopfront improvements have been delivered in the Drummond Street area. To continue this work, further funding would need to be identified. Otherwise, such works would be mainly in private hands, and the Council would have 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
 - **New and replacement open space:** 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. 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 developments in the Euston area, including HS2, so far as required to mitigate their transport impacts. 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.
- Short term (2026 - 2031)**
- Triangle Site to the north of Maria Fidelis
- Medium term (2031 - 2041)**
- Shop front improvements
 - Former Maria Fidelis School site (EA9)
 - Replacement open space for St James Gardens

Drummond Street & Hampstead Road Site Allocations:
Former Maria Fidelis School (EA9)



Address	Starcross Street, NW1 2HR	Area	1200m ² / 0.12 hectares
Allocated Use	Mixed use (residential and commercial): Permanent self-contained homes; employment	Indicative Housing Capacity	250 new homes
Description of Existing Site	Part of the Maria Fidelis site is temporarily occupied by the main HS2 Euston site office, the Camden Construction Skills Centre and the Euston Community Hub as well as a temporary public open space		
Context	The site is located in the CAZ and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.		

4. 4 DRUMMOND STREET & HAMPSTEAD ROAD

Development and Design Principles	<ul style="list-style-type: none"> • In the medium to long-term, this site should be redeveloped to provide new homes and jobs as well as public open space. • The development should improve connectivity and accessibility with clear lines of sight and desire lines and proposals which include a tall building should provide a generous green public open space. • There is an opportunity to provide a connection between existing local residents from the south of Starcross Street to re-provided public open space to the north. • Doorstep play should be accommodated on this site for new as well as for existing residents. • The former Maria Fidelis School building, in particular its appearance and facades, are of local importance. Opportunities for retrofitting the former school building should be considered with particular regard to heritage, placemaking and sustainability. • Given the proximity to the new station entrance, spaces to be designed to be fully overlooked with windows and entrances facing onto public spaces to ensure passive surveillance and constant activity. • Increase areas of soft landscaping to mitigate surface flooding risks. • Development proposals for this site should look beyond land ownership and explore with the Master Development Partner whether a joined-up approach to development of the neighbouring site (Euston Station EA1) would deliver greater benefits. Likewise, to ensure high quality placemaking, development proposals will need to consider the impact on and relationship to neighbouring sites. In particular, a joined up approach with the Euston Station site (EA1) may help to achieve a better outcome in relation to the re-provision of public open space lost in St James Gardens.
Potential location of taller buildings	<ul style="list-style-type: none"> • The proposed heights should respond to a varied context, with lower 4-7 storeys to the south, up to approx. 10 storeys on Hampstead Road and a potential taller building could be located in the shadow of St Paul's Cathedral, up to 90m (115m AOD) subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. • The massing of any tall building should be a slender so as to provide generous and inclusive green public open space with a comfortable microclimate. Open space will need to be provided on site in order to support the delivery of a tall building.

Potential location of taller buildings (continued)	<ul style="list-style-type: none"> • The form and scale of a taller building should respect the amenity of neighbouring residents. • 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. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. Any building which encroaches on the LVMF will be subject to consultation with the GLA.
Infrastructure Requirements	<ul style="list-style-type: none"> • Open space • Public realm improvements • Development will be expected to make appropriate contributions to supporting social infrastructure.
Other Considerations	<ul style="list-style-type: none"> • If a scheme proposes substantial or full demolition of existing buildings on these sites, this would need to comply with Local Plan policies on demolition including a condition and feasibility study, and options appraisal. Please refer to the Local Plan and Camden Planning Guidance. • Proposals involving substantial demolition will be required to submit a pre-demolition audit in accordance with Local Plan and demonstrate that circular economy principles have been applied. • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy. • Part of the site is subject to underground development constraints: subterranean groundwater flow and slope stability. The site is within the 'secondary A' aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised. For basement proposals, applicants would need to provide a Basement Impact Assessment. • The site is covered by the Crossrail 2 Safeguarding Direction. Any future planning applications should be referred to Transport for London for comment.

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 of the estate but there is a lack of clear routes to reach it .
- 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. During the passage of the HS2 Bill through Parliament, funding from the Department for Transport was agreed to replace these properties. Commitments were also given by HS2 Ltd in connection with reprovided open space and play space.
- 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.
- In 2023, the Council entered into an agreement with HS2 whereby the Council committed to securing vacant possession of Cartmel, Coniston and Langdale blocks in the North area of Regents Park Estate. Cartmel, Coniston and Langdale are now immediately affected by the HS2 construction site in terms of unacceptable living conditions and daily construction disruption. The Council has received appropriate mitigation through the HS2 Settlement Agreement and is looking at options on how to proceed with the mostly vacated buildings. The Council's preferred option is to replace the current buildings plus Stanhope Parade and the Children's Centre with brand new high quality homes.
- Replacement community facilities for the loss of Dick Collins Hall (used as a Tenants and Residents Association TRA hall) have been re-provided at the new building Kirkfell on Robert Street.

- Development at Euston could generate investment opportunities in the local area creating opportunities to raise the quality of building stock and public realm with significant benefits to the local community and local economy realised including improvements to existing homes where appropriate.
- Public green spaces have been lost as a result of HS2 construction. Various upgrade, greening and mitigation works funded by HS2 have taken 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, Cumberland Market, Munster Square, Starcross Yard and George Mews.
- The Council has secured funding from the HS2 Road Safety Fund for road safety improvements, especially regarding improvements for pedestrians and cyclists. This includes traffic calming, safer road crossings and improvements to junctions and routes for pedestrians and cyclists. This will be spent in the Regent's Park area in 2026-8.
- The Council have installed two Healthy School streets on the Estate at Redhill Street (for Christchurch School) and William Road (for Netley School) where streets are restricted to vehicles for a limited time on school days in order to improve safety and reduce air quality and congestion issues. The Council is looking at developing further Healthy Streets measures on the Regents Park Estate including around schools.

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. 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;
- Re-provide 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.

Uses

New homes:

- There is the potential for the delivery of permanent self-contained homes across the estate.
- There is the potential for approximately 450 homes to be provided or retrofitted along with a reprovided Childrens Centre on the north of the Estate in place of predominantly vacated Cartmel, Coniston and Langdale blocks and Stanhope Parade and Children's Centre site.
- Camden Council will work extensively with the local community and Partners, to look at detailed options for housing renewal and reprovider and potential further development opportunities in the wider estate based around the key principles set out below.
- Given the Central Government focus on delivering more housing in Euston, should further sites be identified for housing the Council will work closely with partners and communities to explore various options for delivering longer term housing-led regeneration in and around the Regents Park Estate.
- The opportunity to redevelop the Capital City College site on Longford Street to re-provide educational use or provide a mixed use of residential and educational use could be explored.
- Site allocations are made for Regent's Park Estate North, Capital City College and the Surma Centre.
- The opportunity for a mixed use development reprovider the existing community facilities at the Surma Centre site on Hampstead Road, could also be explored.

Social infrastructure:

The approach to social infrastructure provision in the area is set out below:

- The continued use of the Capital City College for education uses is supported, but should the college be relocated or demonstrated to be no longer needed, residential redevelopment will be considered. A mixed-use scheme which reprovider the existing educational floorspace along with residential development could also be considered.
- New or expanded primary school space where required 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.
- It will be necessary to re-provide the Children's Centre and the Community Centre, should the existing sites be redeveloped.
- New housing development creates additional demand for community facilities including healthcare facilities. Where additional demand is created, CIL contributions will be used to assist with funding health facilities as appropriate. 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 may also be expected. The co-location of services should be explored.

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 4.6) 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 sites to surrounding residential properties, careful consideration should be given to detailed design and scale to avoid impacts on the amenity of neighbouring residents.

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 and connectivity to public open space improved.

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 on 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:

Tall buildings of around 10 storeys (33m) may be appropriate in this context, subject to satisfying policies in the Development Plan. Figure 3.4 shows the area that could accommodate a moment of 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 View Management Framework (LVMF) Landmark Viewing corridor but within the LVMF background (wider setting consultation area). A full justification and demonstration of impacts on the LVMF, on local views in particular from Regent's Park and on its immediate context would need to accompany proposals for tall buildings in this location. Tall buildings should be of exceptional design and bring benefits to the community such as maximising generous open space and providing high quality homes.

4.5 REGENT'S PARK ESTATE

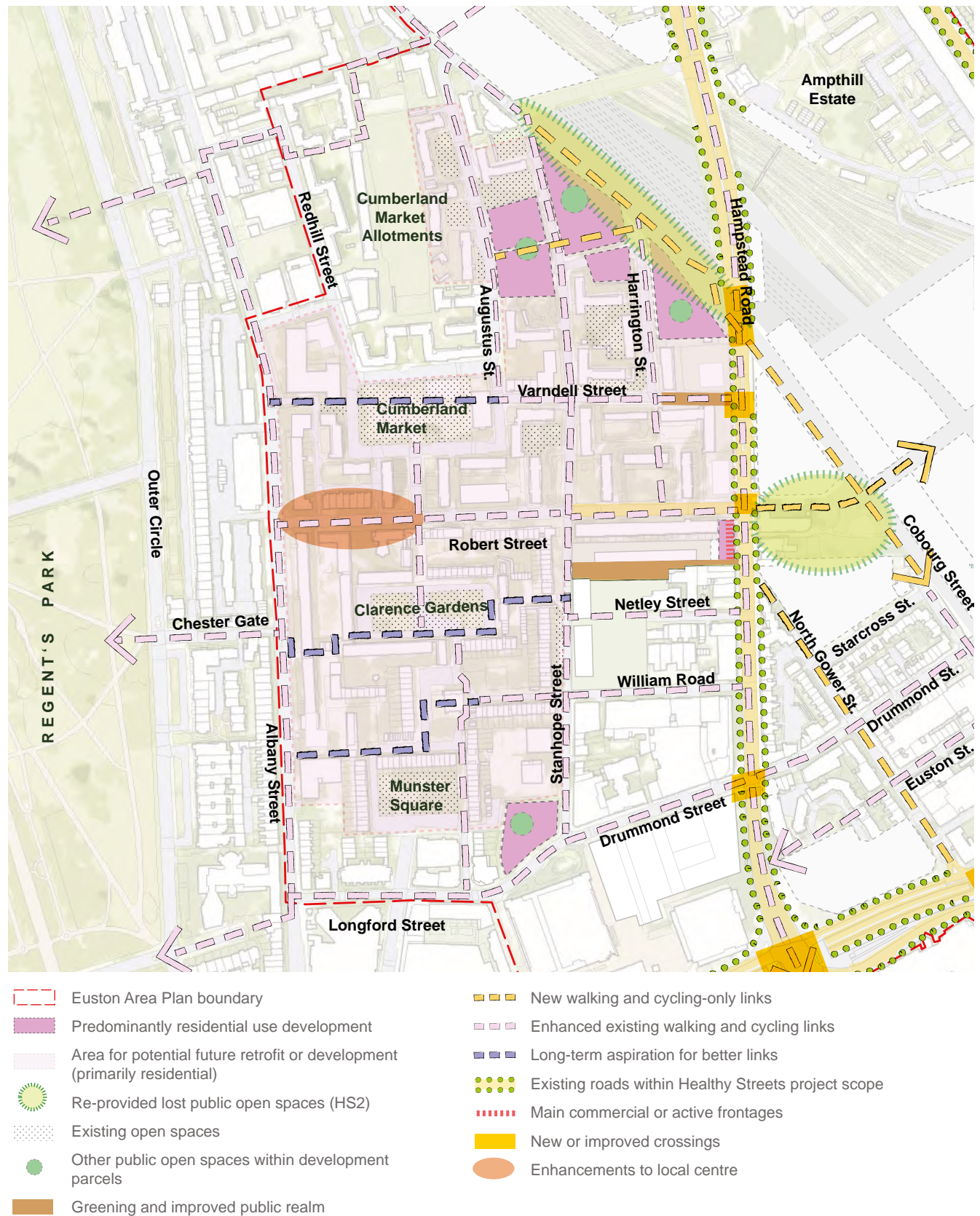


Figure 4.6 Regents Park Estate illustrative masterplan

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. The Council have consulted on installing an enhanced walking and cycling link on Albany Street.

It is envisaged the new and improved links would focus on pedestrian and cycle movement. Where appropriate, traffic calming and reduction 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

Any new development on Regent's Park Estate should be supported by low carbon and fossil fuel free heating and renewable technology to deliver net zero carbon sustainable developments. 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, in line with policies in the Local Plan, be expected to transform and reuse building/s rather than demolish, where feasible, target reductions in embodied carbon.

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:

4. 5 REGENT'S PARK ESTATE

- **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 and depaving:** A net increase in the number of trees and reduction in paved areas will be pursued in association with change and development in the estate.
- **Roof gardens and balconies:** reflecting Strategic Principle EAP 5, 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 residents, Camden Council, development partners and other landowners 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.

Delivery Strategy

Detailed delivery information for the Regent's Park Estate area is set out below. See also Appendix 2 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 what 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 4.6. The Council is working to ensure that any further homes that need to be provided in the local area remain 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. 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 reprovision.
- Camden Council with funding from the HS2 Road Safety Fund, as well as other Council and developer funding sources will deliver road safety improvements including improvements for pedestrians and cyclists as part of the Safe and Healthy streets Project. This includes traffic calming and reduction measures, safer road crossings and improvements to junctions and routes for pedestrians and cyclists, along with green infrastructure and public space improvements. This funding will be spent in the Regent's Park Area, as it is currently the most affected by HS2 construction, and the proposed measures will help mitigate the negative impacts of HS2 on streets in and around the estate.

4. 5 REGENT'S PARK ESTATE

- Capital City College 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.
- **Public Realm improvement:** Opportunities to secure funding from the GLA, TfL or other sources to implement specific greening and public realm upgrades.
- Low carbon and fossil fuel free 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 have been redeveloped. The replacement of further homes directly affected by HS2 construction are being prioritised in the short term on sites within the estate and the Council will continue to progress detailed proposals with estate residents.

Short term (2026 – 2031)

- Surma Centre (EA12)
- Open space and public realm improvements/ new provision

Short to Medium term (2026 – 2041)

- Regents Park Estate North - Replacement housing as appropriate for northern blocks Cartmel, Coniston and Langdale and Stanhope Parade and Children's Centre.
- Other development opportunities at Regent's Park Estate - to be identified/ discussed in consultation with Residents.

Medium term (2031 – 2041) - Long term (2041+)

- Capital City College (EA11)

Regent’s Park Estate Site Allocations:
Regent’s Park Estate North (EA10)



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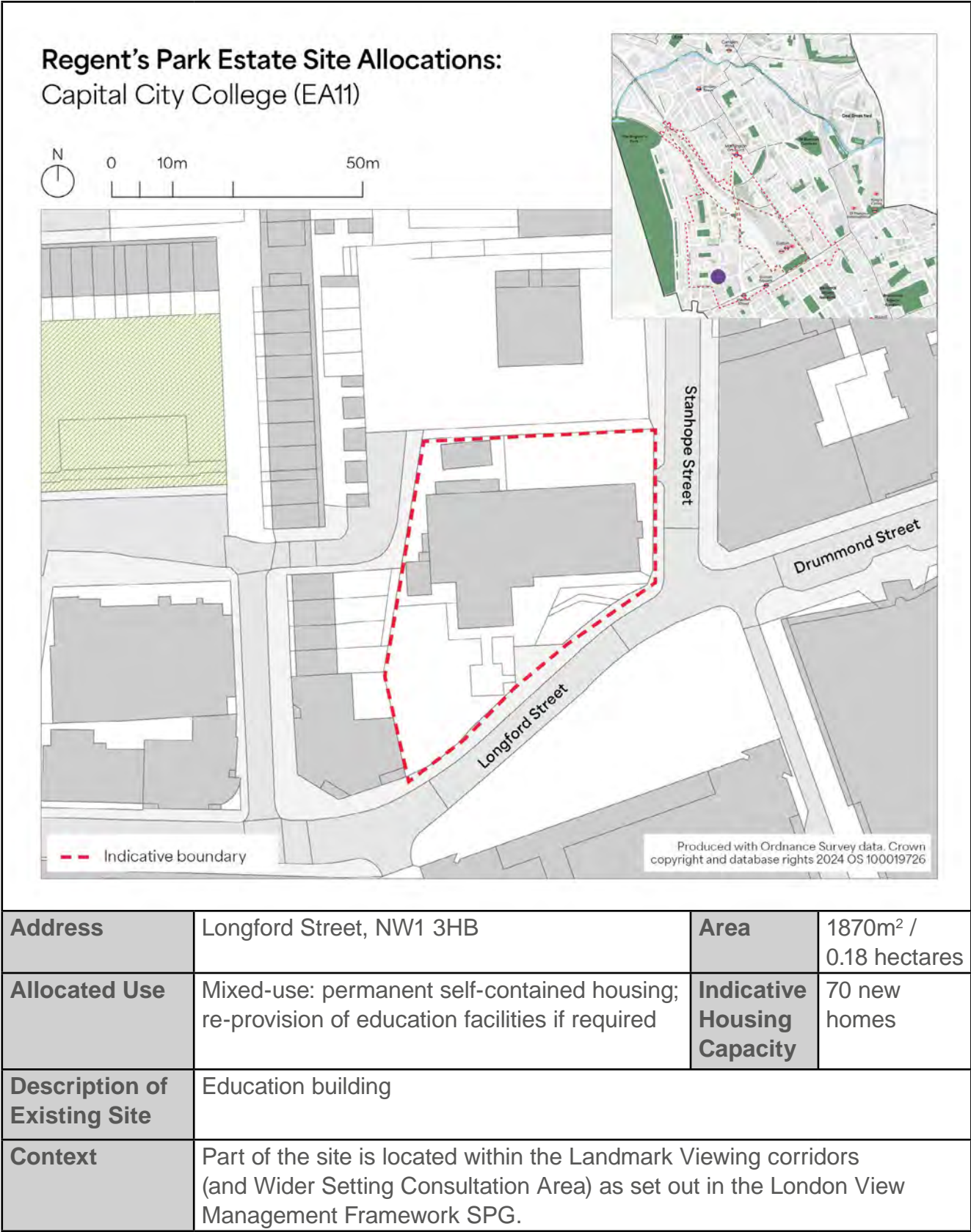
Address	Regent’s Park Estate North	Area	17000m² / 1.7 hectares
Allocated Use	Predominantly residential use: permanent self-contained homes; reprovion of community facilities; retail	Indicative Housing Capacity	450 new homes
Description of Existing Site	Housing blocks (Cartmel, Coniston and Langdale): most of the flats have been temporarily converted to workspaces (Class E) to provide a meanwhile use, although a small number remain in residential use and are currently occupied as such. The site also includes Regent’s Park Children’s Centre, storage units and homes and shops located on Stanhope Parade.		

4. 5 REGENT'S PARK ESTATE

Context	The site is located within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Development and Design Principles	<ul style="list-style-type: none"> • Follow a design-led approach to delivering the optimum amount of development on the site. • Provide new and replacement homes to meet a range of housing needs in accordance with the Local Plan, including the maximum reasonable amount of affordable housing. The inclusion of private homes is supported to help fund the provision of high quality replacement homes and to maximise delivery of additional affordable housing. • Development should ensure there is no net loss of affordable housing floorspace on site and that all existing households receive suitable replacement accommodation. This should be evidenced with a planning application. • Development should improve public realm, connectivity, greening and accessibility and provide green public open space with play facilities and tranquil areas. • Development proposals should take account of proposals for Langdale open space, to the north, to ensure high quality placemaking. • Development proposals should reprovide the children's centre. • Development should be undertaken in phases to ensure disruption to both residents and users of the children's centre is minimised. This should be set out in a phasing plan submitted with any planning application for the site. Where possible, estate residents should only be asked to move home once. • Development should ensure that complementary uses, such as community uses are designed and located to reinforce the character of principal routes through the site to help create lively and well overlooked streets and spaces. • Development should rationalise parking on-site in line with Local Plan policy. Where existing residents' parking is reprovided, this should be designed to allow for repurposing when no longer required. • Further details of development and design principles for this site allocation are provided in the preceding section (Section 4.5).

Potential location of taller buildings	<ul style="list-style-type: none"> • Height of the proposed development should respond to the surrounding context with a potential general height of up to approx. 10 storeys. A taller building up to approximately 15 storeys may be appropriate subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. • The form and scale of a taller building should respect the amenity of neighbouring residents. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant development plan policies. Any building which encroaches on the LVMF will be subject to consultation with the GLA. • Further guidance on heights for this site allocation is provided in the preceding section (Section 4.5)
Infrastructure Requirements	<ul style="list-style-type: none"> • Social Infrastructure to support homes including reprovision of Children Centre, local shops and public open space. • Improvements to public realm. • Further guidance on infrastructure requirements for this site allocation is provided in the preceding section (Section 4.5).
Other Considerations	<ul style="list-style-type: none"> • The scale of development/s in this catchment is likely to require upgrades of the water supply network infrastructure. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.

4. 5 REGENT'S PARK ESTATE

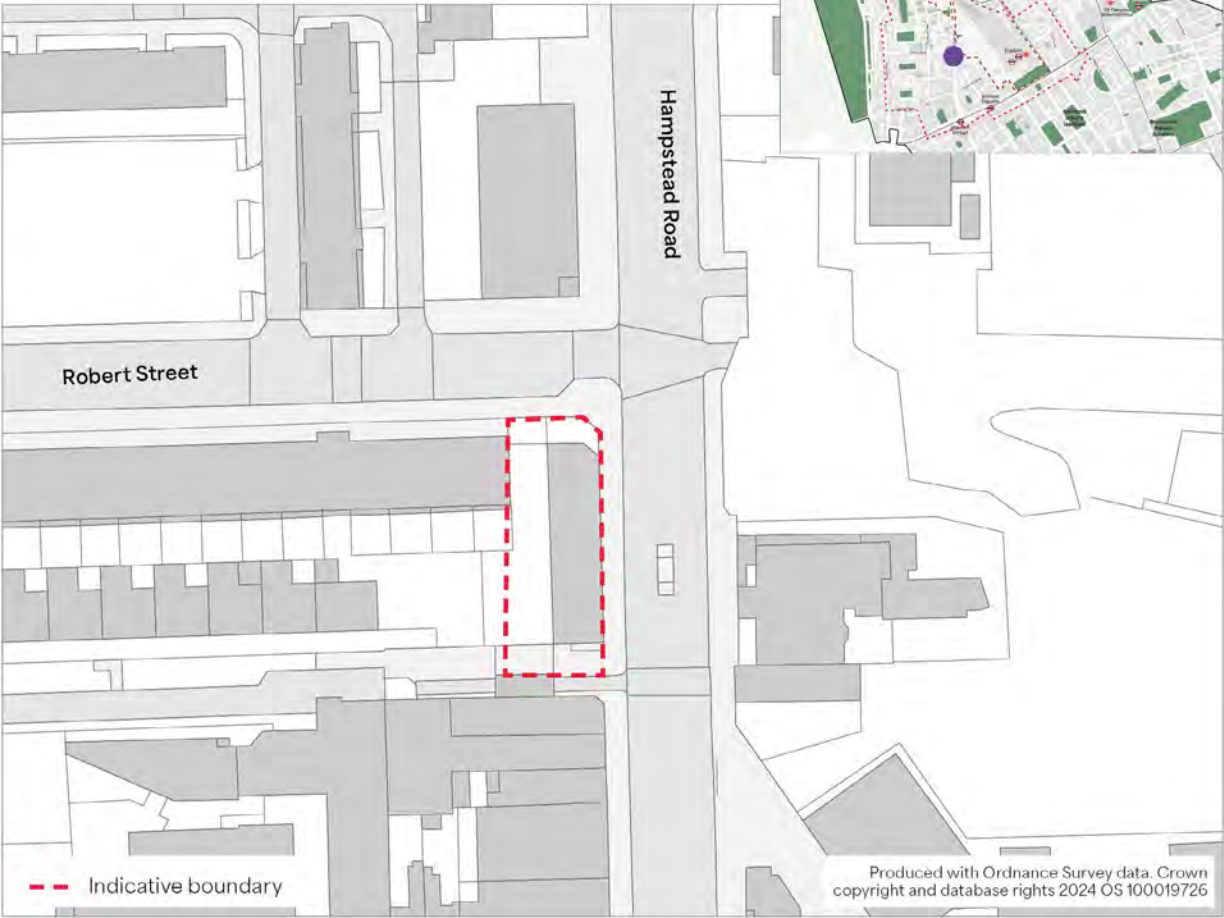
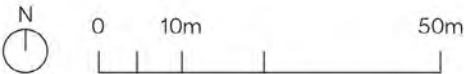


Development and Design Principles	<ul style="list-style-type: none"> • The redevelopment of the site should be considered as part of a portfolio approach to the College's estate and either redeveloped re-providing the education uses or should this use no longer be required a residential mixed use development with an element of community use on the ground floor would be the Council's preferred use. • A comprehensive approach to development could be considered which includes the potential future of Regents Park Estate to the north, in particular, consideration of how the development of this site relates to Bucklebury Tower and podium. • Improve routes and connections and create safe, green and accessible public realm. • Active frontage on Longford Street and Stanhope Street and provision of public realm. • Increase areas of soft landscaping to mitigate surface flooding risks. • Further guidance on development and design principles for this site allocation are provided in the preceding section (Section 4.5)
Potential location of taller buildings	<ul style="list-style-type: none"> • A tall building may be appropriate on the site up to approx. 13 storeys subject to testing of impacts on strategic views in the London View Management Framework and relevant local views. • The height of a tall building should not cause unacceptable harm to the amenity of neighbouring occupiers. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant development plan policies. Any building which encroaches on the LVMF will be subject to consultation with the GLA. • Further guidance on heights for this site allocation are provided in the preceding section (Section 4.5)
Infrastructure Requirements	<ul style="list-style-type: none"> • Reprovision of education use if necessary. • Improvements to public realm. • Further guidance on infrastructure requirements for this site allocation are provided in the preceding section (Section 4.5)

4. 5 REGENT'S PARK ESTATE

Other Considerations	<ul style="list-style-type: none">• Part of the site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.• Underground development constraints: subterranean groundwater flow and slope stability. The site is within the 'secondary A' aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised. For basement proposals, applicants would need to provide a Basement Impact Assessment.
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Regent’s Park Estate Site Allocations:
Surma Centre (EA12)



Address	1 Robert Street, NW1 3JU	Area	300m² / 0.03 hectares
Allocated Use	Predominantly residential use: permanent self-contained homes; community facilities	Indicative Housing Capacity	15 new homes
Description of Existing Site	Community facilities		
Context	The site is located just outside the CAZ and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.		

4. 5 REGENT'S PARK ESTATE

Development and Design Principles	<ul style="list-style-type: none"> • Improve active frontage and public realm on Hampstead Road, improve East-West connectivity by upgrading Prince of Wales passage. • Reprovide community facilities. • Impact on neighbouring amenities to be assessed and mitigated.
Infrastructure Requirements	<ul style="list-style-type: none"> • Re-provide community facility on site or in the local vicinity, opportunities for co-location should be explored. • Further guidance on infrastructure requirements for this site allocation are provided in the preceding section (Section 4.5)
Other Considerations	<ul style="list-style-type: none"> • Underground development constraints: subterranean groundwater flow and slope stability. The site is within the 'secondary A' aquifer. Should foundation works extend 20m or more below the ground surface, there is a risk they will extend through the London Clay and affect sensitive aquifers. Therefore, a Foundation Works Risk Assessment (FWRA) will be required to ensure that the risks to groundwater are minimised. For basement proposals, applicants would need to provide a Basement Impact Assessment. • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy.

4.6 Ampthill & Mornington Crescent Station

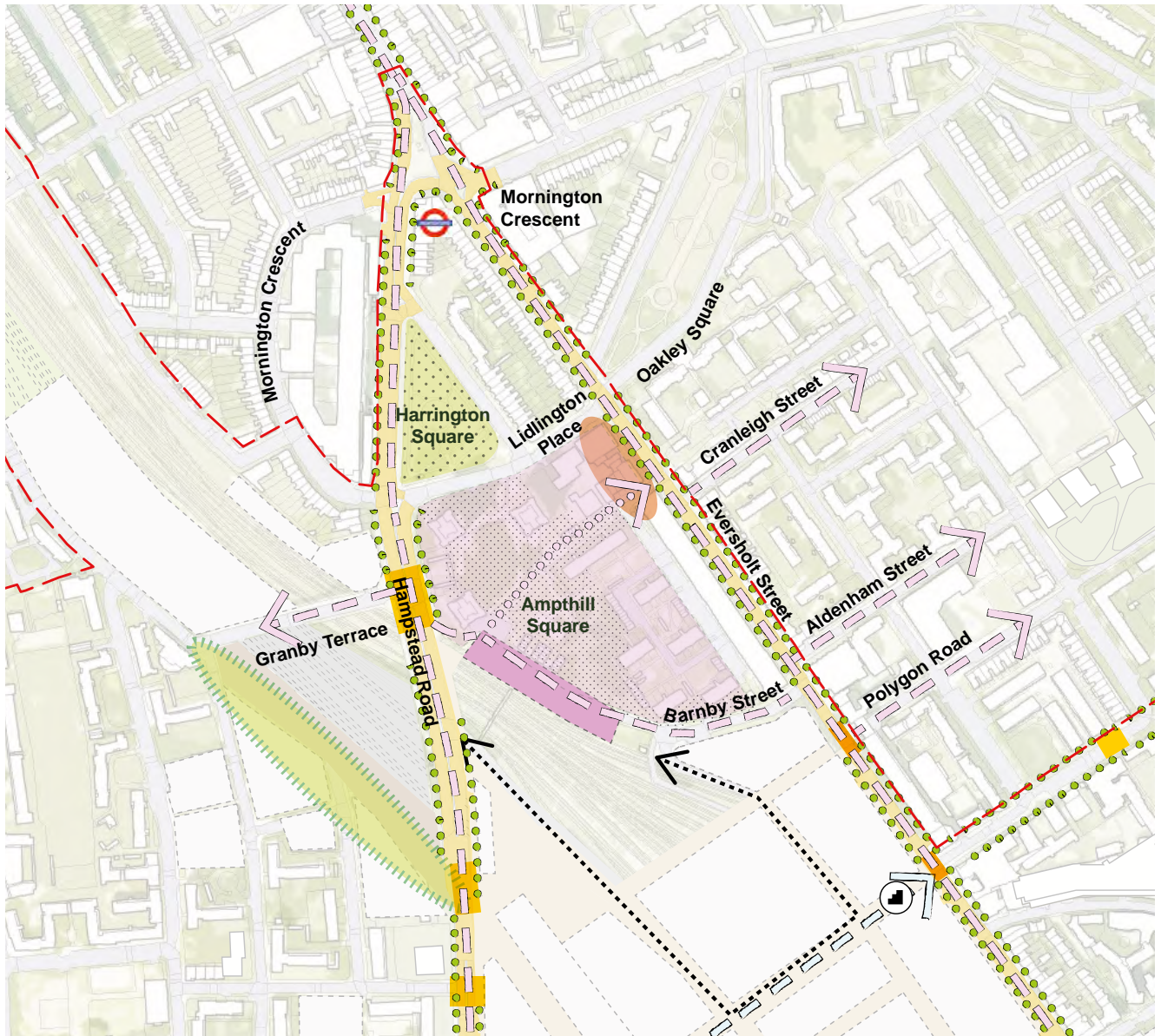
Context:

- Ampthill 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 Ampthill estate are protected under the London Squares Act and are public open space.
- Plans to make Ampthill Square Estate a greener and more attractive space for residents to enjoy have been completed as part of HS2 mitigation works.
- Works to improve Harrington Square with improvements to seating, planting and pathways and the installation of a Pump Track are underway, funded by Camden S106.
- 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 (redesignated in January 2025) and plan area cover the Ampthill Estate.

Development Principle EAP 6: Ampthill & Mornington Crescent Station

Opportunities to enhance the public realm and accommodate new homes within Ampthill 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.



- | | | | |
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| | Euston Area Plan boundary | | New walking routes through or over station |
| | Residential-led mixed-use development | | Enhanced existing walking and cycling links |
| | Area for potential future retrofit or development (primarily residential) | | Existing roads within Healthy Streets project scope |
| | Existing public open space to be improved | | Enhancements to local centre |
| | Existing open spaces | | Stepped and lift access |
| | Re-provided lost public open space (HS2) | | Servicing access only |
| | Existing paths through residential areas or public open space | | New or improved crossings |

Figure 4.7 Ampthill & Mornington Crescent Station illustrative masterplan

Uses

New homes:

Potential for at least approximately 120 additional permanent self-contained homes 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 policies.

Given the Central Government focus on delivering more housing in Euston, should further sites be identified for housing, the Council will work closely with partners and communities to explore various options for delivering longer term housing-led regeneration in and around Amptill Estate.

Social infrastructure:

Residential development identified in Figure 4.7 should re-provide the existing Amptill 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 Amptill 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 and new community uses at ground floor level of Amptill Estate railway edge site.

Neighbouring amenity:

The identified infill sites are located near to existing residential properties and open space in Amptill 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. The redevelopment of the Royal Mail depot site (see section 4.1 for further guidance) provides the opportunity to provide further green improvements and to encourage walking and cycling along Barnby Street.

Eversholt Street:

Eversholt Street's important role as a walking, bus and cycle corridor should be maintained throughout the construction period of HS2. More guidance is provided in section 4.7, West Somers Town.

Environment

Enhancements to open spaces:

There have been enhancements funded by HS2 Ltd to Ampthill Square and upcoming enhancements to Harrington Square funded by TfL and Camden S106. New development in the area should contribute towards further improvements to existing open spaces in the area.

Delivery Strategy

Detailed delivery information for the Ampthill and Mornington Crescent station area is set out below. See also Appendix 2 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 Ampthill Estate following on from the opportunities along the railway edge identified at figure 4.7. The Council will work with residents to identify if there are further opportunities to deliver new housing on the estate.

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. The Housing Delivery Group or its successor may also help to support housing delivery.
- **Enhanced retail frontage/shop front improvements:** Opportunities to secure funding from Lottery Funding, or support through the 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.
- **New links:** Any opportunities for new development or renewal should help to open up additional links between Eversholt Street and Hampstead Road to help improve accessibility and wayfinding around the estate.

- **Improved open spaces:** Work is underway to improve the quality of access to and the setting of open space at Harrington Square. This is led by Camden Council with potential funding sources from developers and wider S106 contributions from development here.

Phasing

The potential opportunities on the estate would be expected to be a longer term project.

Short to long term (2026 – 2041+)

- Shop front improvements

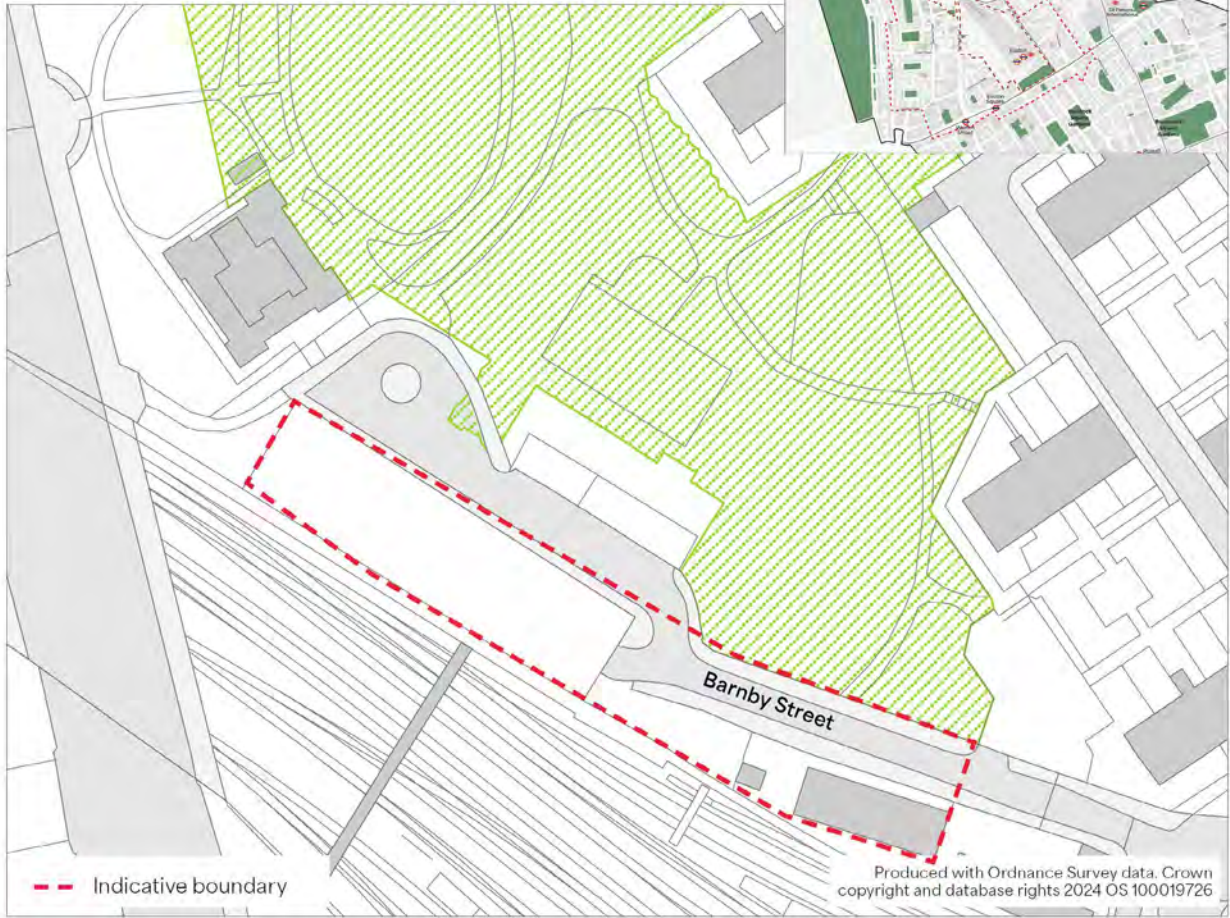
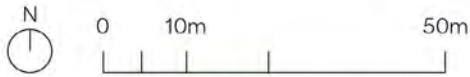
Medium term (2031 – 2041)

- Amptill new residential opportunity with community use at ground floor at Railway edge site
- Reprovision of community hall

Long term (2041+)

- Enhanced pedestrian and cycle links
- Enhanced setting of, and access to open space at Harrington Square

Ampthill & Mornington Crescent Station:
Ampthill Estate Railway Edge (EA13)



Address	Ampthill Estate, NW1 2JP	Area	1450m ² / 0.145 hectares
Allocated Use	Predominantly residential use: permanent self-contained homes; community facilities	Indicative Housing Capacity	120 new homes
Description of Existing Site	Existing car park, community facility and parking access		
Context	The site is located in the CAZ. The site is located within the Landmark Viewing corridors (Wider Setting Consultation Area) as set out in the London View Management Framework SPG.		

4. 6 AMPHILL & MORNINGTON CRESCENT STATION

Development and Design Principles	<ul style="list-style-type: none">• Development should improve the east-west pedestrian connectivity and protect neighbouring residential and public open space amenities.• Height and massing should respect the amenity of neighbouring occupiers and minimise any impact on the microclimate of the existing public open space.
Infrastructure Requirements	<ul style="list-style-type: none">• Reprovision of community facilities• Further guidance on infrastructure requirements for this site allocation are provided in the preceding section (Section 4.6)
Other Considerations	<ul style="list-style-type: none">• The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy. Underground development constraints: slope stability. For basement proposals, applicants would need to provide a Basement Impact Assessment.

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 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.
- The wider Somers Town Community Investment Programme has been progressed by Camden Council and delivered 44 out of 79 affordable council homes so far plus community facilities including a youth club, a new community hall, improvements to Edith Neville Primary School and local open spaces. It is also the focus for a number of projects to support a safer, healthier and climate resistant community.
- In 2022, the GLA awarded Somers Town funding to become a more sustainable neighbourhood through the Future Neighbourhood 2030 programme. The project aims to help residents, businesses and organisations understand how climate change is affecting them, and pilot a programme to become an exemplar model of sustainability, to make the area more resilient to climate change by 2030. Projects include improving housing energy efficiency, developing Green Mobility Hubs, fostering the circular economy through Chalton Street Market, planting, improving street safety and empowering the community to take ownership through climate-focused solutions.

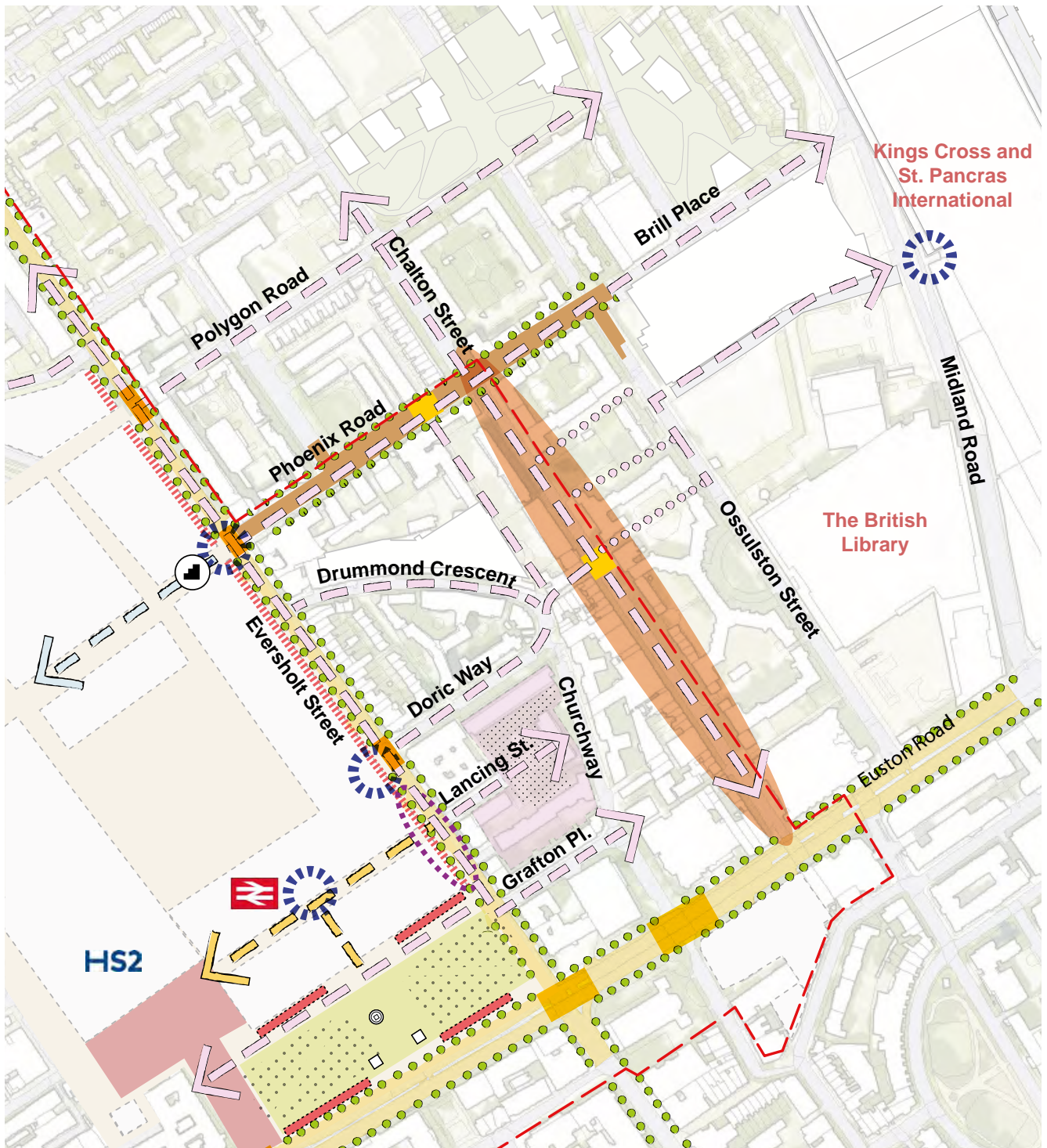
Development Principle EAP 7: West Somers Town

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 safe and comfortable pedestrian environment, activating blank frontages, increasing green infrastructure, addressing declining retail, vehicle dominance and weak connections to Somers Town.

Eversholt Street will be a greened and vibrant Healthy Streets 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.



- | | |
|---|--|
| Euston Area Plan boundary | New walking and cycling-only links |
| Improved Euston Square Garden | Enhanced existing walking and cycling links |
| Existing open spaces | New walking routes through or over station |
| Improved crossings | Existing roads within Healthy Streets project scope |
| ⊙ Station entrances and public realm | Existing path through residential areas |
| ⬇ Stepped and lift access | Potential location for bus facilities / stops / stands |
| Main commercial or active frontages | Potential additional taxi and PHV drop-off only for passengers with disability |
| Greening and new public space | Enhancements to local centre |
| Other sites identified for further testing for housing retrofit/ densification | |

Figure 4.8 West Somers Town illustrative masterplan

Uses

New homes 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 further 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, Chalton 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 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, community, leisure and cultural uses 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 4.8. 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 and cycle facilities should be provided on Eversholt Street, particularly through improving crossing points and careful design of junctions to better facilitate pedestrian and cycle movement. Any highways improvements should not result in significant displacement of traffic into Somers Town. It is proposed that overall, through traffic on Eversholt Street is reduced to improve bus priority and the safety and amenity of walking and cycling.

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. A series of trial improvements to Phoenix Road are to be made permanent, helping to create a safer, healthy and greener Somers Town. Opportunities to enhance and link into proposals should be explored.

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. Further information can be found in chapter 4.1 Euston Station and Tracks.

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 Healthy Streets green road strategy on Eversholt Street to improve the environmental quality of the street with a focus on pedestrian and cyclists. This could include additional mature 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 be delivered in line with Local Plan policies and contribute towards the achievement of the green infrastructure strategy (see section 3.6).

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 2 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 delivered by Camden Council. At the same time the Somers Town Neighbourhood Planning Forum is working towards developing a plan for Somers Town and Amptill with the re-designation of the Somers Town Neighbourhood Forum approved in January 2025. The Forum seeks to promote sustainable neighbourhood development in 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 is supporting early phases of work and additional sources of funding will be investigated along with S106/ CIL contributions from development in the area.

Phasing

A combined Maria Fidelis School at the Phoenix Road/ Drummond Crescent site has been delivered by the Council with funding and assistance from HS2 Ltd due to the impact of construction on the part of the school formerly located directly adjacent to the construction of HS2 (now known as the former Maria Fidelis site).

Short term (2026 - 2031)

- Chalton Street improvements

Long term (2041+)

- New regional or metropolitan rail route (Crossrail 2)
- Eversholt Street active frontages and shop front improvements
- Renewal/intensification of Churchway Estate

