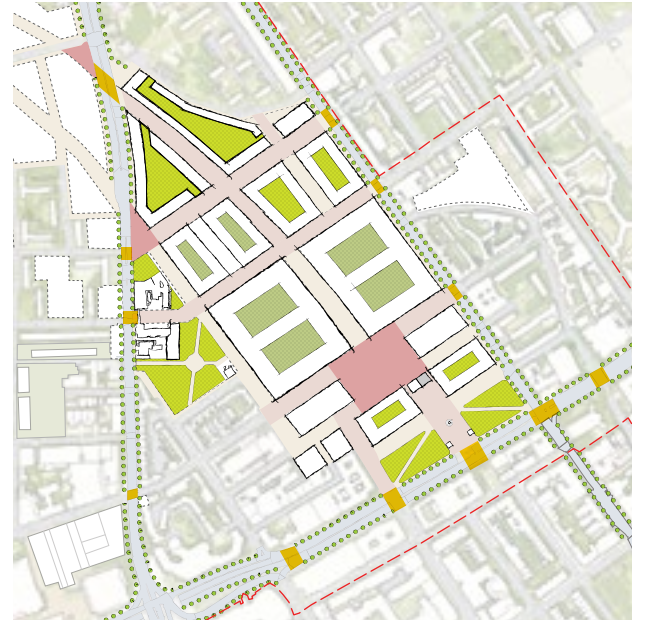
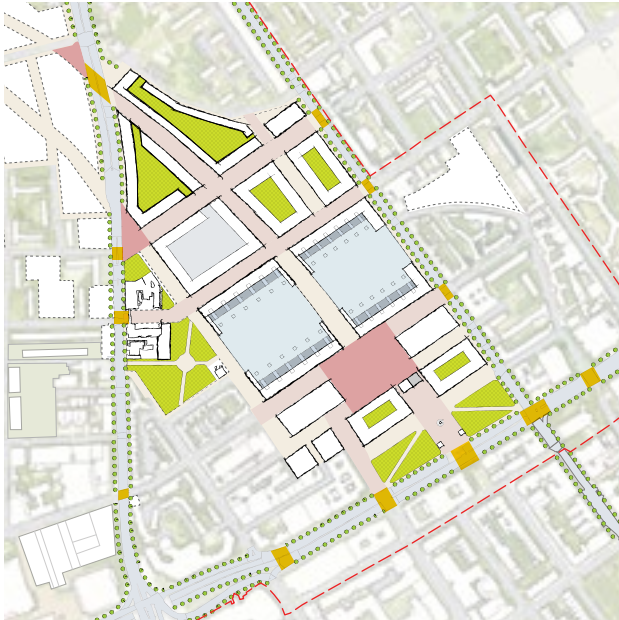
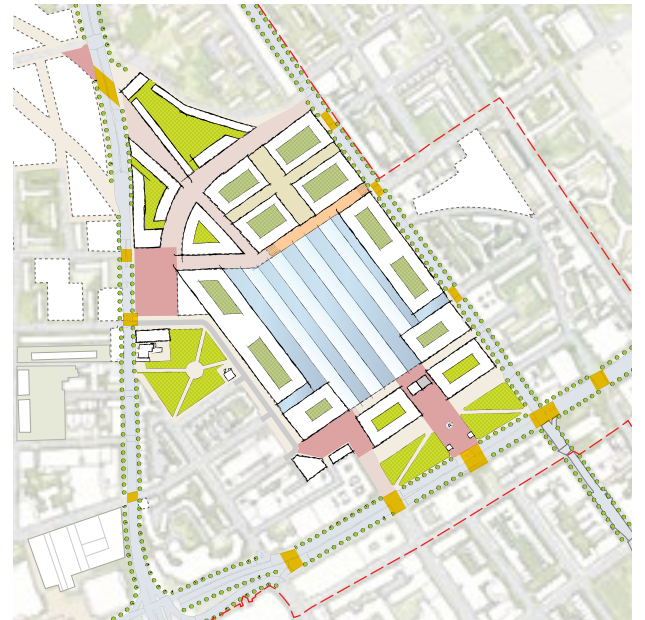
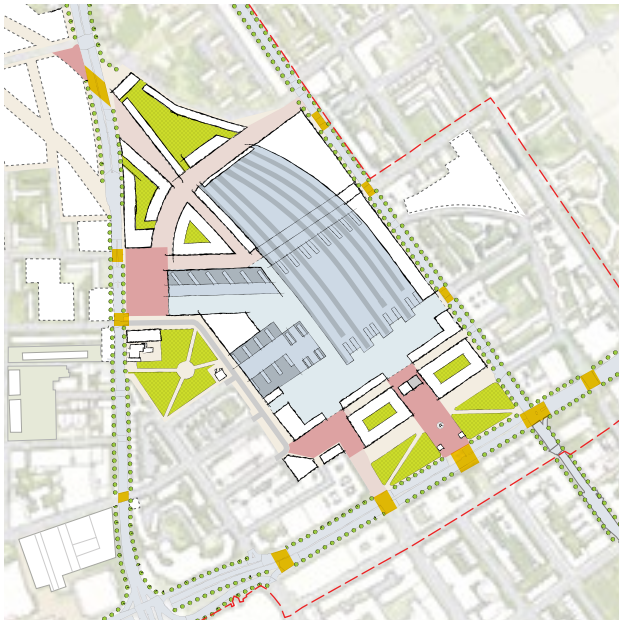
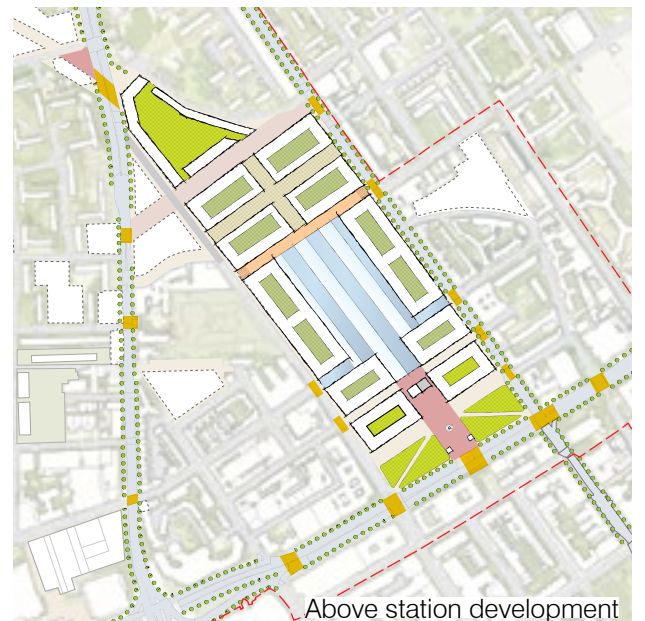
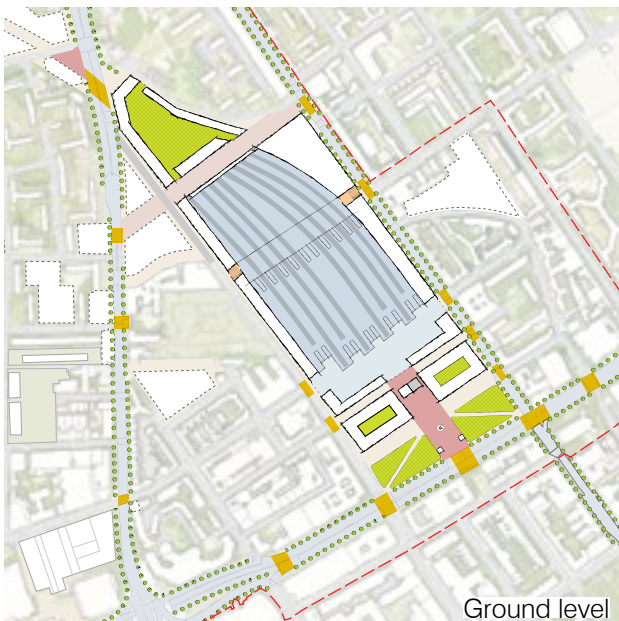




Option 1: Largely sub surface station design – development above the station mostly at ground floor



Option 2: New High Speed station alongside existing station – development above station at upper floors



Option 3: Existing footprint

Figure 4.4 Illustrations to show how development principle EAP 1 can be applied to different station stations

Knowledge economy priority:

There is potential for between 170,000 and approximately 270,000 sqm of employment floorspace, which includes the re-provision of existing commercial floorspace, above the new HS2 and redeveloped/refurbished existing station. At least 30% of this floorspace will be encouraged to be provided as either office or research space for knowledge based, innovative or creative industries to support the creation of a knowledge cluster in the Euston Road/King's Cross corridor (also see Strategic Principle EAP1 and supporting text at section 3.2).

A mix of flexible office & research floorspace:

New grade A office space (B1a) should be provided with clear flexible floorplates to allow use by large corporates, academic institutions and innovative small businesses. Research and development floorspace (B1b) should be provided to support and attract existing expanding and new knowledge based, innovative and creative industries here. Some educational uses (D1) may be appropriate here where they are required to support the core B1b research and development space (also see Strategic Principle EAP1 and supporting text at section 3.2).

Enhanced retail offer:

The majority of the potential total EAP retail floorspace is likely to be focused in this area (see Section 3.2). The station site could provide for a balance of A1 retail and A2-A5 uses. Provision should be outwards facing wherever possible, and contribute towards the creation of active streets and a vibrant public realm as well as providing for the needs of passengers. Careful consideration should be given to the relationship between additional retail and the role, character, vitality and viability of neighbouring centres. The exact amount and mix of retail proposed as part of

development here should be supported by robust retail assessments in accordance with the requirements of the National Planning Policy Framework, which demonstrate that the proposed retail mixes do not negatively impact upon nearby centres and meets the needs of rail users and local people.

Camden's policies relating to small and independent retail (Development Policy DP10) should be addressed.

Social infrastructure:

Contributions from new housing development will be required to assist the funding of a new 2FE primary school at Camden Cutting and potentially 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. Appropriate contributions towards the provision of community facilities will also be expected (also see Strategic Principle EAP1 and section 3.2 under "social infrastructure").

Design

World class station design:

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

Architecture

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

Functionality

For most 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 Underground. However, 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. Signage will be essential

but access and interchange also needs to be intuitive. 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 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.

A new piece of city

The detailed design of the station will be considered through the HS2 planning regime with its urban context influencing its design. The redevelopment of Euston Station provides a once in a generation opportunity to create a substantial new piece of city in central London. The space above and around the station and tracks is capable of accommodating a significant number of new homes, jobs, shops and spaces. The provision of new high quality mixed use development set within new streets and green spaces that connect into the surrounding neighbourhoods will help create a vibrant, functional and beautiful new quarter of central London. It must be a place that is as successful for people who live and work in the area, as it is for people who arrive at the station to travel by train. This new piece of city should therefore be designed in conjunction with the new station or the opportunity will be lost.

It should be noted that, notwithstanding the above aspirations, if a station design is progressed on the footprint of the existing station or smaller (i.e. if HS2 does not go ahead or a scheme such as the community led Double Deck Down scheme) this is likely to require less demolitions, therefore reducing potential impacts on the local community.

Comprehensive development:

A comprehensive and integrated approach to station, public transport interchange and over station development above any new station and existing station will be sought. Station redevelopment where tracks and platforms are lowered will be encouraged to enable the creation of ground level routes, an attractive environment and to maximise development potential here.

A joint masterplanning and development process between HS2 and Network Rail will help to ensure delivery of high quality overall development.

Delivery of key routes:

Development above and around the new and existing stations should facilitate the delivery of the following key routes which are key parts of the overall urban design and transport strategies for the area. Constraints associated with railway infrastructure may affect the ability to deliver new routes at ground level across the station site. Nevertheless, the preference would be for these routes to be provided as ground level streets with development and active frontages on either side wherever possible.

Drummond Street – Doric Way:

A new east-west route to connect Drummond Street and Doric Way should be provided as a clear and convenient through route, accessible throughout the day and night either through the station concourse or as a ground level street above a sub surface station. If a sub surface station is capable of delivery, the station building and entrances should be designed to front onto a re-established Drummond Street, reflecting the historic street pattern and station layout.

Euston Street:

Development and/or the station should be arranged to allow for the reconnection of Euston Street which manages the transition between differing street levels of Cobourg Street and

Eversholt Street to create an accessible level public route, throughout the day and night. If it is not possible to reduce the station footprint, the station building and entrances should be designed to front onto a re-established Euston Street. This new route, public realm and space in front of the station should be designed to integrate and connect with Euston Square Gardens through attractive routes, public realm and new squares.

Robert Street – Phoenix Road:

A new east-west route connecting Robert Street with Phoenix Road designed with active frontages, well managed level changes (if required due to station design constraints) to ensure accessibility and excellent quality public realm. In any station design option this would require either the relocation or reduction of the size of the service deck above the existing or redeveloped station. Where the route is provided at upper levels (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:

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

A new north-south link:

A new north-south route within or above a redeveloped station should be provided to improve connections between Euston Road, new development to the north of the station and onwards to Camden Town.

Active frontages around the station:

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

Active frontages along Hampstead Road:

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

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

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

Euston Arch:

Subject to development viability considerations or securing separate funding the Euston Arch could be rebuilt in the vicinity of its original location on the historic axis of Drummond Street if possible, depending on the footprint and design of the station building. The arch historically formed part of the façade of the original station building and therefore its reinstatement should be considered in this context, taking into account any constraints associated with rail related infrastructure. In his response to the HS2 Plus report by Sir David Higgins (17th March 2014), the Secretary of State for Transport asked Network Rail and HS2 Ltd to look into including proposals for a reinstated Euston Arch into more comprehensive redevelopment proposals for Euston Station.

Enhanced setting for Euston Square Gardens:

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

Protecting and enhancing strategic views and heritage assets:

Development should largely be limited to 10 storeys to protect and enhance the Mayor's strategic view corridors. There may be potential for taller development in the south western and north eastern corners of the area in particular, as shown in the overarching urban design strategy for heights (section 3.3) subject to detailed impact modelling in line with the Mayor's London View Management Framework guidance and consideration of English Heritage's guidance on the Setting of Heritage Assets (2011) and the heritage and design context, particularly the setting of nationally important heritage assets including Regent's Park and Chester Terrace outside the plan area.

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 (unless demonstrated to be unfeasible) to facilitate walking and cycling to nearby destinations. Entrances at the north of the station would particularly help to encourage people to walk to Mornington Crescent and Camden Town as shown in figure 4.3.

Bus facilities:

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

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

A number of options for a new bus facility have been assessed and the proposed option of a new linear bus street is now to be developed further as TfL's 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

linear bus street option would be designed to meet these requirements through:

- Providing a 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
- Accommodating pedestrian crossings on the key desire lines to and from Euston Station, providing for generously sized, safe and attractive routes that meet anticipated levels of footfall
- The prevention of buses from stopping on pedestrian crossing points would enable visual gaps along the bus street, thereby preventing a visual 'wall of buses' waiting in front of the station. This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.
- Protecting and enhancing the spatial integrity of Euston Square Gardens and removing bus movements from within the open space.

An option to reduce the amount of bus infrastructure in front of the station by stopping more buses on existing streets has also been investigated, and Camden Council is keen to continue discussions with TfL through the TfL Roads Task Force work. 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:

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 to also provide limited space for taxi standing, drop and pick up only if this cannot be accommodated away from residential uses or on new streets created associated with the Euston Station footprint to the north of the station.

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 alternatives modes such as walk and cycling
- encouraging the use of cleaner vehicles through the introduction of an Ultra Low Emissions Zone (ULEZ) and ensuring that ranking and pick up / drop off are carefully managed
- focusing taxi movement on the station site, particularly new streets created, and away from predominantly residential uses

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

Provision of new routes:

New pedestrian and cycle routes should be facilitated by new development, as set out in detail in the design section above and on figures 4.3, 3.3, 3.5, 3.6 and 3.8.

Provision of cycle facilities to meet new demand:

Cycle parking zones are proposed for key locations close to cycle routes, to help encourage cycling as a convenient way to travel to and from the station. The station site should provide significantly enhanced provision for cyclists in order to support an increase in the mode share of cycling from Euston Station. See figure 4.3 and 3.5 for proposed locations.

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

A low carbon energy centre location:

Developments proposed in and around the station area should accommodate or contribute towards a low carbon energy centre being delivered on or in the vicinity of the station site to link into and serve the wider decentralised energy network.

Coordination with wider local energy network:

Development above and around the station should link into the wider decentralised energy network.

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.

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

Reducing flood risk through:

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

Delivery strategy

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

A comprehensive approach

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

Over-site development depends on the layout of tracks and station facilities to allow for the location of structural columns to support a deck for over-site development. This is particularly important if the high speed station is added to the existing station, but will still be important if a largely sub surface station design is progressed, which would more readily meet the aspirations of this plan. Section 5 of this Plan indicates areas where structural constraints may make it challenging or costly to provide a deck for new development and the potential need for flexibility and prioritisation in the application of EAP principles, but highlights that the provision of the full extent of decking should be the starting point for any development proposals.

The delivery of development here should be closely linked to ambitions for new employment/ economic development. This will respond to the demand for central London commercial office space, the well evidenced growth and demand of the knowledge sector in and around Euston as well as the potential expansion requirements of health and, or, higher education institutions. The delivery of development here should be linked to and support the development of new housing, school 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 (policy DP1 of the Camden Development Policies) 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, retail and residential development in the Euston Area. Transaction and purchase values are high, and announcements of major development and occupier commitments north of Oxford Street, Holborn, Fitzrovia, the Euston Road Corridor and King's Cross indicate the level of demand. The number of permitted and completed schemes is an indicator of fundamental viability in this location under a variety of circumstances.

Development above new and existing station facilities will face challenges that are distinct from those more typical at grade sites. The cost of providing a deck to support development above the HS2 station and tracks has been considered as part of high level viability testing for this plan. This is the most significant individual cost in developing in these areas, notwithstanding those expected to be covered by the construction of HS2 and over-site development itself. Estimated costs for the construction of decks to support either development or public realm have been provided by HS2. The high level testing of development scenarios has indicated that the EAP capacity ranges for homes and jobs and key principles plan for the station area are sufficiently close to viability to progress, notwithstanding the potential structural decking constraints. However, the delivery of affordable housing and open space will be more challenging in a location with such unusual costs. Camden's planning policies apply flexibility in setting out planning requirements, in order to take into account viability and other constraints that affect the ability of development to meet policy targets. Development proposals will be considered in this context. Densities have been tested at levels which are similar to those associated with over-site development at other locations in central London, as at

Liverpool Street station.

Further refinement on detailed design will help to address viability, however additional funding from the Government through extra funding for the HS2 station at Euston or other mechanisms may be required to help deliver all the EAP principles and objectives here. Further funding is likely to be required for HS2 if the more comprehensive HS2 baseline scheme /emerging new level deck scheme is progressed, but this could deliver higher levels of homes and jobs (at the upper end of the ranges set out in this document). There may also be other ways of delivering a comprehensive redevelopment of the station with lowered platforms and tracks on the existing site, through Network Rail /DfT working in tandem with the HS2 process. Delivery and funding options would need to be investigated.

Key projects, delivery partners and mechanisms

Euston station redevelopment:

The Department for Transport, HS2 Ltd. and Network Rail 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 and DfT will have an important role in progressing the over-site development potential above both the station and tracks and any redevelopment of the existing station building. It is anticipated that a combination of these organisations will need to progress any development proposals through more detailed masterplanning and feasibility work and potentially seek to secure development partners and/or additional Government funding. Euston Estates who are long leaseholders on the three office blocks in front of the station are also important stakeholders.

Infrastructure:

Cycle facilities, public realm enhancements, improved bus and taxi facilities, new routes, open space and the provision of, or contributions towards, appropriate social infrastructure will be sought as part of any proposal to redevelop the station through appropriate S106 and/or CIL contributions. The provision of a renewable low carbon energy centre within or in the vicinity of the station site will also be sought. Delivery partners and mechanisms for the station site are listed above. The extent of infrastructure provision expected will be dependent upon the level of development proposed and viability considerations. See section 5.6 for information on the approach to S106 and CIL contributions.

Phasing

It is anticipated that works to enable over-site development at Euston Station would largely happen within the HS2 delivery programme. Opening of the HS2 station is anticipated for 2026, which will include a year of testing prior to opening. The phasing set out below assumes that over-site development occurs at the same time as providing a deck but OSD construction is likely to continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.

Medium term (2019-2024)

- Euston Station footprint constructed
- HS2 station footprint constructed
- Redevelopment of Euston Station forecourt and existing office blocks
- Infrastructure provision

Long term (2024+)

- HS2 station – open in 2026
- Phased over site development

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

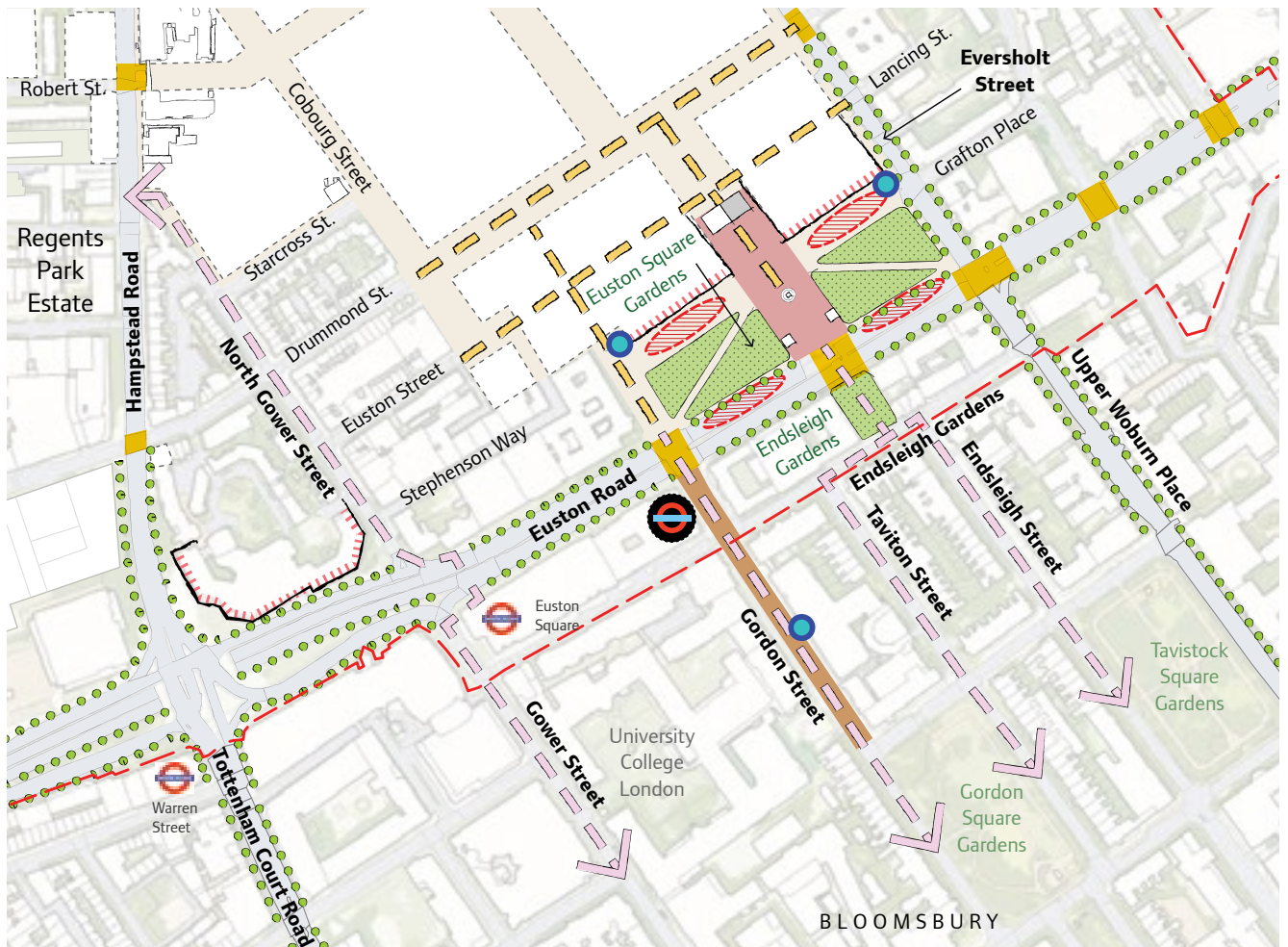
Development principles:

Development Principle EAP 2: Euston Road

A: Euston Road will be transformed to provide a more pleasant and accessible street environment befitting its role as a national and international gateway to London.

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 and new development to front onto them will be encouraged to create a more welcoming, usable and attractive green space.

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



- | | | | |
|--|--|--|---|
| | Main retail frontages (new and improved) | | New walking and cycling only links |
| | Existing open space improved | | Existing roads greened / road environment improvements |
| | New public squares | | Enhanced existing walking and cycling links |
| | New / improved crossings | | New London Underground entrances |
| | Gordon Street pedestrianisation | | Locations for bus stops/stands which have been considered |
| | Potential location for restoring the Euston Arch | | Potential cycle parking zones |

Figure 4.5 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 supported, as part of a mix of uses, to reinforce the emerging knowledge corridor along Euston Road.
- Enhanced retail offer: Consideration of the extension of Central London Frontage to buildings to the west of Friends House to activate the street and support the retail role of the area.

Design

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

Active frontages:

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

Enhancing heritage assets:

Improve the setting of, and views to, heritage assets, including the Church of St Pancras (Grade I Listed), Euston Fire Station (Grade II* Listed), 1-9 Melton Street (Grade II* Listed), 14-15 Melton Street, 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 and more pleasant pedestrian environment where alterations to the building line or the road allow
- Improved pedestrian crossings along Euston Road to ease north-south and east-west movement including at key junctions and at Friends House, potentially through new diagonal crossings, or other improvement measures, to be investigated between TfL and Camden through the Roads Task Force work.
- A new sub surface crossing linking Euston Station with Euston Square Station directly should be provided to help meet additional passenger demand and enhance road crossing options for pedestrians in general.

Improved cycle routes:

Improvements to existing east-west routes through 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. Improvements to cycle facilities will also be encouraged.

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 road crossing 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.

Sustainable future of Euston Road:

Camden will work with TfL to consider the future role and relationship with sustainable transport modes on Euston Road as part of the Euston Road Task Force work.

Transport corridor role:

Euston Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2 and/or any station redevelopment.

Environment

Reinstating and improving Euston Square Gardens:

Euston Square Gardens could 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 should be retained and improved, however if HS2 requires their use to enable construction of the HS2 project they should be fully reinstated following completion. The following measures to improve the gardens will be supported:

- Significantly improved landscaping, creating a more attractive place for users and mitigating noise from Euston Road through effective planting based on the historic layout
 - Enhanced connectivity through the gardens
 - Improving legibility to nearby destinations, including through effective wayfinding
 - Enhancing its setting thorough redevelopment (or reconfiguration) of buildings to the northern edge of the square to provide an improved, more animated frontage (see Euston Station key design principles at section 4.1)
 - Encouraging the use of the square for events and performances
- 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

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

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

A comprehensive approach

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

Key projects, viability, delivery partners and mechanisms

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

Euston Road: TfL is considering the long term role of Euston Road through its Road's Task Force project and an additional Euston Road specific report considers short, medium and long term potential projects to deliver stakeholder aspirations for the road. Improvements to public realm, bus facilities, cycle and pedestrian facilities and also new planting/greening on the road will be investigated through this work and improvements sought to be delivered in association with station redevelopment where appropriate. A new sub surface road crossing to link into Euston Square Station is proposed

to be delivered by HS2. Short term potential for temporary improvements to road crossings, bus facilities and cycle facilities, will be progressed by Camden Council, TfL, and HS2 and should be funded through the HS2 mitigation process where appropriate.

Euston Square Gardens: If Euston Square Gardens are required by HS2 in the short term to facilitate station construction, in reinstating the gardens, the design principles set out should be endeavoured to be met as much as possible by HS2.

Phasing

Improvements to crossings, junctions and cycle routes can be delivered as part of a phased approach. However the construction of HS2 will make many of the suggested improvements difficult to deliver until the completion of these works. There may be short term temporary improvement opportunities, but many of the projects, such as the improvements to Euston Square Gardens would be implemented in the long term.

Medium term (2019 – 2024)

- Greening of Euston Road, Enhanced bus facilities, Improved cycle facilities
- New road crossings

Long term (2024+)

- Euston Square Garden reinstatement/improvements
- Sub surface crossing to Euston Square Station

4.3 Camden Cutting

Context:

- Historic railway cutting largely owned by Network Rail. The surrounding area is predominantly residential in nature.
- Camden Town and Regent's Park Conservation Areas bound the cutting
- Heritage assets surround the northern part of the cutting, including Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.
- In addition, the cutting area contains a number of undesignated heritage assets including the walls along Mornington Terrace, Clarkson Way and Park Village East, which have been identified through Camden Council's Local List process. Mornington Street Bridge itself is also an undesignated heritage asset, but the brick piers at either end are Grade II Listed structures.
- Contains Site 11 Granby Terrace of the Camden Site Allocations document (this site would be lost as a result of HS2)
- Significant HS2 construction impacts resulting in the loss of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot
- There may be a need for rail-related infrastructure, such as mechanical ventilation, as part of any development on the cutting area. Such provision would need to be designed to blend in with its surroundings.
- As part of EAP consultation, 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.

Development principles

Development Principle EAP 3: Camden Cutting

At least 1,400 new homes (maximising the provision of permanent self contained housing, use class C3), open space, school and community facilities along with improved pedestrian and cycle links could be provided above the southern part of the railway cutting to help make the most of this underutilised space and reconnect communities. Additional open space on the northern part of the cutting will be encouraged to mitigate any local loss and provide new open space, if funding can be secured. 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.

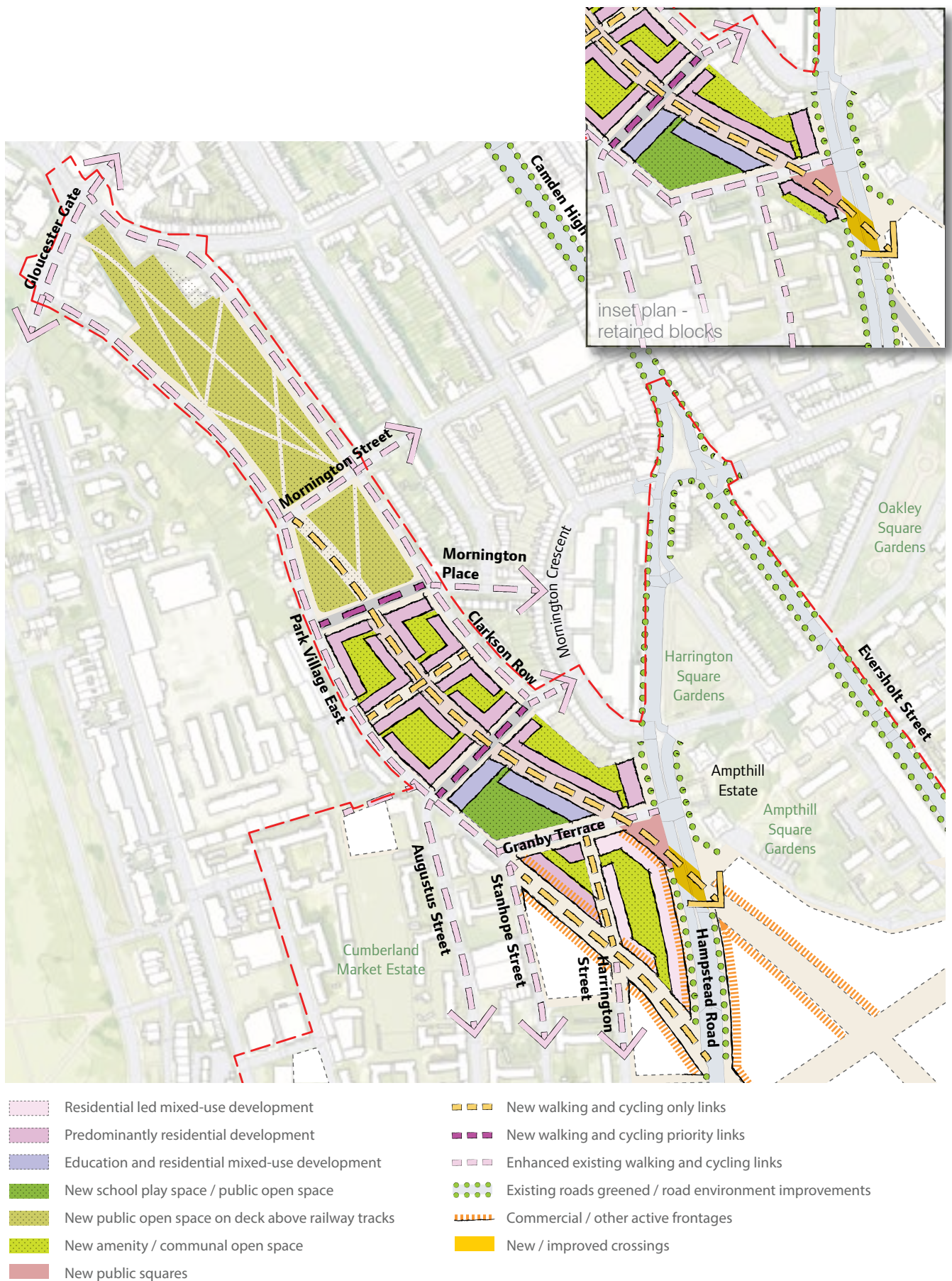


Figure 4.6 Camden Cutting illustrative masterplan and inset to show layout if residential blocks are not required to widen the railway tracks - this area falls within the Euston Station and tracks Special Policy Area within Camden's proposals map.

Land Use

New homes:

There is potential for at least 1,400 new homes to be developed above the tracks and on the HS2 worksites. Provision should include the maximum reasonable amount of affordable housing provision, taking into account any relevant viability issues, in line with Camden's LDF policies CS6 and DP3 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. This space could provide approximately 230 new jobs.

Social infrastructure:

A new 2FE primary school should be provided as a minimum to support new housing here and above and around the station. Potentially a further 1-2 FE of school provision, depending on the number of homes proposed, will be required to meet estimated school place demands in the area. Therefore contributions from development here combined with contributions from development around Euston Station, could support the funding of 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. Contributions towards the provision of community facilities will also be expected.

Design

Historic character and scale:

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

An indicative layout is provided in figure 4.6 above to illustrate key routes and potential development parcels, taking into account the historic and built context, and likely scale of development likely to be required for development to be viable. A detailed design process should further refine the scale, massing and detailed appearance to ensure an appropriate response to context.

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

- New development should be scaled to reflect the cutting's historic setting, the different ground levels of existing streets and the height level of any new deck above the cutting. Building heights should be up to/in the region of 4-6 storeys (12-18 metres) to the north of the development parcel rising up to around 9-10 storeys (i.e. around 27- 30 metres from existing ground level (which equates to between 53 metres AOD and 54.2 metres AOD) to the south

close to Hampstead Road. These indicative heights should be measured from existing ground level (2014) based on Ordnance Survey Data.

- New routes across the cutting should connect with existing streets in the area to enhance permeability;
- 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. Where possible, remaining sections of the railway cutting walls and parapets should be retained and incorporated into the design of new development where possible; and
- Any proposals should include a high quality landscaping strategy, which seeks to maximise provision of planting/greenery within development and consider how landscaping can be used to integrate development with the existing streetscape.

Active frontages along Hampstead Road:

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

Transport and public realm

New east-west links:

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

Park Village East should be extended to meet Hampstead Road, but as a local access route only.

Hampstead Road:

Hampstead Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2.

Environment

New open spaces and amenity space:

There is potential to provide a publicly accessible open space of over 2,000sqm in the southern half of the Camden Cutting area, alongside residential development. An additional, larger open space could also be provided above the railway area on the northern part of the railway cutting (see figure 4.6). Whilst the potential provision of this larger space would be subject to engineering constraints and funding issues, the delivery of higher end housing and employment floorspace growth (as set out in Development Principle EAP1) would lead to higher levels of need for additional open space provision, and thus create higher pressure for this larger open space to be considered as part of development. This would enable the creation of a green cycle route from Euston to Camden Town, as well as a valuable amenity space for the existing and new community.

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

Noise

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

Delivery strategy

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

A comprehensive approach

New development above and around the station and tracks to the south of Hampstead Road (as described at section 4.1) should be linked to and support the development of new housing, school and open space here if necessary to help improve viability. This will help to ensure the best use of space above the station and tracks is made and ensure that the opportunities for new housing in association with station development are maximised.

Viability and funding

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

Whilst there are engineering requirements associated with decking over railway tracks, HS2 Limited has indicated decking in this area would be feasible, although it may not be possible to deck over the cutting completely due to significant technical constraints. Section 5.5 (Figure 5.1) of this Plan indicates areas where structural constraints may make it challenging or costly to provide a deck for new development, but highlights that the provision of the full extent of decking 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 provided by HS2. 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. Additional funding may be required to provide the large area of open space in the northern half of the cutting.

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. It is anticipated that a combination of these organisations will need to progress any development proposals for new housing and associated school, 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/or additional Government funding.

Phasing

It is anticipated that works to enable over-site development here would largely happen within the HS2 delivery programme. The opening of the HS2 station is anticipated for 2026, which will include a year of testing prior to opening. Resolving the layout of the tracks will be an earlier component of HS2's work, but given the amount of change and need to retain construction compounds in this area it is not anticipated that redevelopment in this area would be delivered until the longer term (2024+).

4.4 Drummond Street and Hampstead Road

Context:

- The Drummond Street/ Hampstead Road sub area contains a mix of uses including shops, restaurants, homes, St James Gardens open space and Maria Fidelis Lower School. Many of these will be directly affected by any station expansion westwards. Land ownership in the area is similarly diverse, and includes public and private ownership of buildings, land and containing a number private and social rented homes.
- The Former National Temperance Hospital building (Camden Site Allocation no. 12) on Hampstead Road is of local heritage value. However, HS2 Ltd have indicated that the construction of HS2 requires the building to be demolished.
- Drummond Street is a designated neighbourhood centre and contains a diverse mix of uses including specialist ethnic restaurants and shops. The centre could be affected by prolonged construction activity relating to the delivery of a new HS2 terminus at Euston.
- There are areas of historic and townscape character, including listed buildings and undesignated heritage assets in the Drummond Street area, and the historic St James's Gardens, which contains a number of listed features. Approximately two thirds of the Gardens lies within the proposed extended footprint of Euston Station as proposed by HS2. Parts of this sub area also detract from the street scene and require action, such as blank building frontages facing onto Hampstead Road, and the blank western frontage to Euston Station.
- Hampstead Road is part of the Transport for London Road Network, and provides an important north-south road connection between Euston Road and Mornington Crescent, but traffic dominance reduces the attractiveness of the local environment.

Development principles

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.

Land Use

A balanced mix of new uses:

New floorspace provided in the development opportunity sites identified in figure 4.5 is likely to be predominantly residential, with other uses including employment. 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 construction of HS2. 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 HS2 or any station redevelopment:

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

- The scale and form of any new or altered ground floor frontages in the Drummond Street/ Euston Street should reflect the fine grained nature of ground floor frontages in the area, in order to maintain existing local character.
- Supporting meanwhile uses to help keep property in use during the construction period of HS2 in particular and in line with the principle set out below.

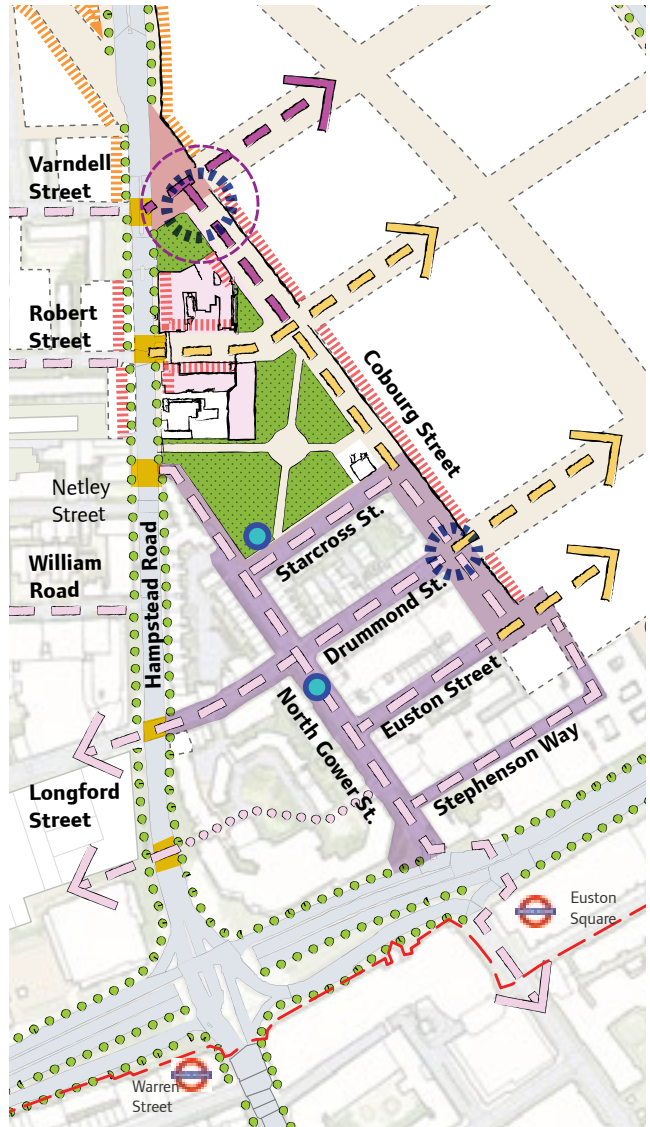
Supporting meanwhile uses:

Properties immediately west of the HS2 Euston Station footprint are likely to be 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.

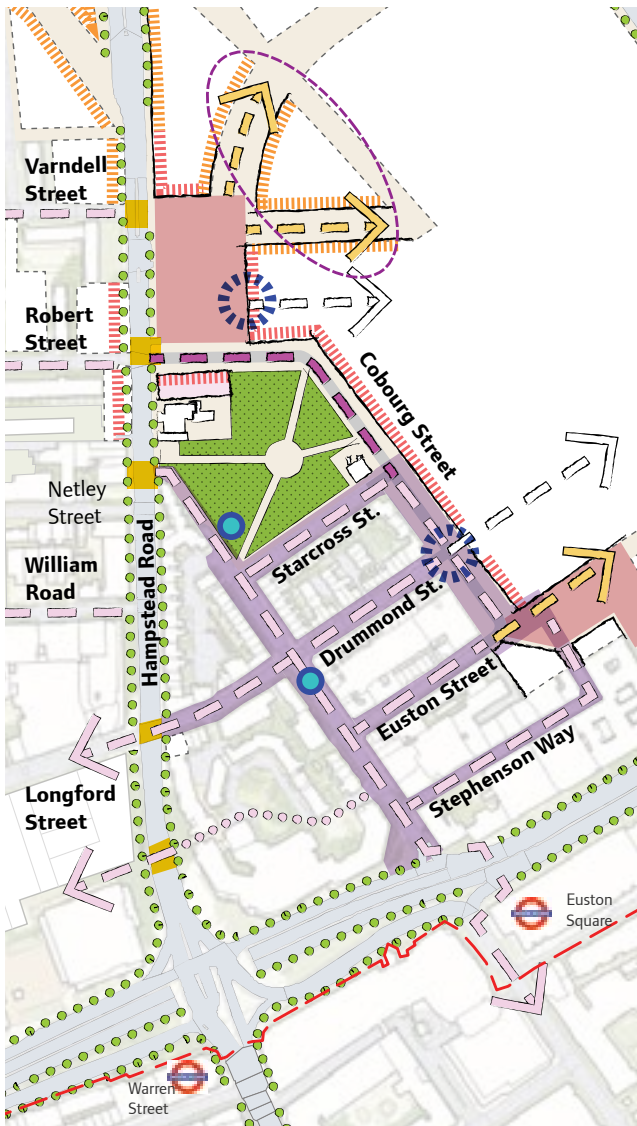
Design

Protecting and enhancing existing built character in the area by:

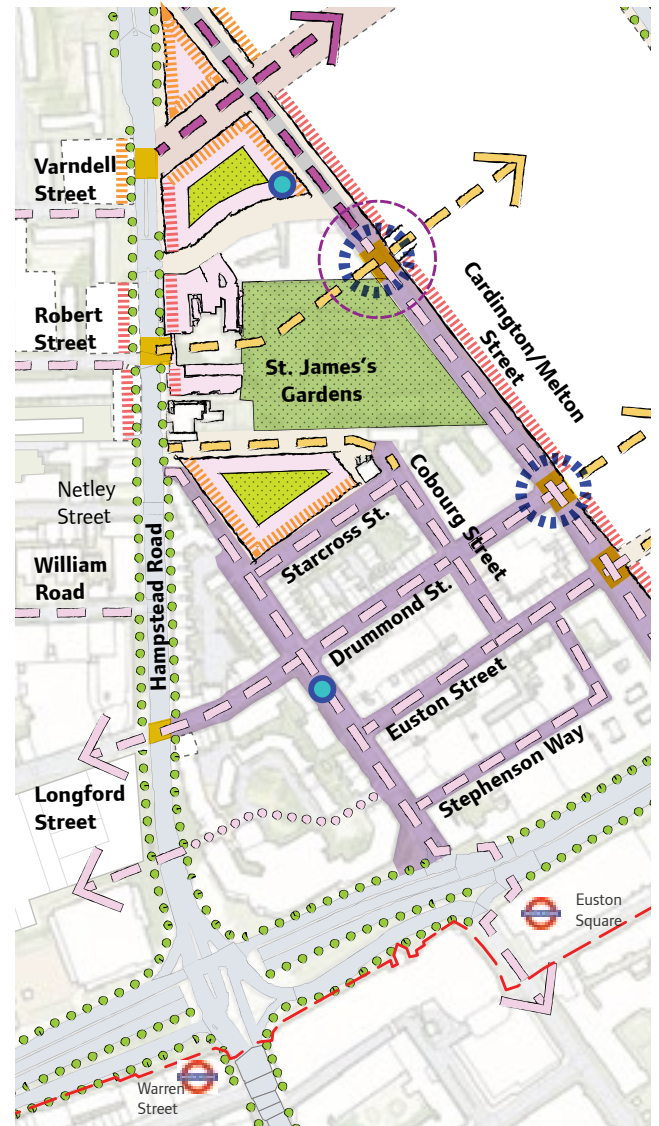
- Protecting buildings and groups of buildings of historic character, and which make a positive contribution to the streetscape
- Maintaining and respecting prevailing building heights and scale. Where new infill opportunities emerge around Drummond Street/ Euston Street, the fine grain nature and limited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



Option 1: Comprehensive sub surface station design



Option 2: New + retained existing station



Option 3: Existing footprint station redevelopment

- Residential led mixed-use development
- Potential reprovided lost open space
- New public squares
- Main retail frontages
- Commercial / other active frontages
- New / improved crossings
- Public realm enhancements
- Station entrances

- New walking and cycling only links
- New walking and cycling priority links
- Enhanced existing walking and cycling links
- Route through station concourse
- Existing roads greened / road environment improvements
- Potential taxi drop-off / pick up locations
- Potential cycle parking zones
- Existing path through residential areas

Figure 4.7 Drummond Street and Hampstead Road illustrative masterplans reflecting different station design options Option 1 would be preferred as it better meets the EAP objectives

Design of new development:

Ensuring development sites improve the urban fabric and street scene and integrate with its surrounding context:

- *The National Temperance Hospital site:*
The opportunity exists to enhance the relationship with St James's Gardens and Hampstead Road. This site is allocated in the Camden Site Allocations document. The existing buildings on the site are planned to be demolished as part of works to enable the construction of HS2 but the potential to retain and reuse the buildings in whole or in part will be encouraged if an alternative station scheme is progressed.
- *Cobourg Street:* 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. In association with this, Drummond Street/Euston Street will be designed as a pedestrian and cycle friendly place with a high quality public realm and appropriate traffic management measures to make it a successful and vibrant place.

Enhanced Hampstead Road public realm:

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

New Euston Station north west entrance:

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

Hampstead Road:

Hampstead Road's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2.

Encouraging cycling:

Provision of additional bicycle parking and bicycle hire stands on streets, where opportunities emerge and sufficient space can be maintained for pedestrians

Minimising taxi impacts:

Managing impacts of taxis on the public realm along Hampstead Road. Taxi movements to and from Euston Station will need to be carefully managed in order to avoid negative impacts on the local area. This issue is dealt with in the Euston Station policy text at section 4.1.

Environment

New open space:

The new open space in the sub area provides the opportunity to re-provide open space and biodiversity value lost as a result of the loss of part of St James's Gardens, as well as some additional open space potentially utilising opportunities to create new public squares and spaces on streets to meet needs generated by growth and development in the Euston area. Opportunities should be maximised to use the open space to deliver the priorities established in Section 3.5 (Environment and open space strategy).

Greening of Hampstead Road:

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

Delivery strategy

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

Impact of HS2

There is the potential for the vitality and viability of Drummond Street as a neighbourhood centre to be negatively affected by disruption from HS2 construction. Camden Council is working with HS2 to identify appropriate measures to mitigate any potential impacts in order to secure the long term commercial viability of the street.

Viability, delivery partners and mechanisms for key sites/projects

- *Enhancements to historic buildings and shop fronts:* mainly in private hands, therefore mainly a facilitation role. It is likely that the value of buildings will rise with nearby regeneration, meaning that opportunities for this should emerge during the plan period, with activity likely to increase towards end of plan period.
- *132 Hampstead Road (Camden Site Allocations Site 10):* Owned by Derwent London, but likely to be secured by HS2 to aid station and track construction/development. Delivery is estimated to be on completion of HS2 through HS2 and/or delivery partners as appropriate.
- *National Temperance Hospital (Camden Site Allocations Site 12):* Owned by Medical Research Council but is likely to be secured by HS2 as a construction site for the HS2 project. Delivery is likely to be on completion of HS2 through HS2 and/or delivery partners as appropriate. Development here will be tied to the configuration of the reprovided St James Gardens.
- *New and replacement open space:* to be secured as part of HS2 Bill as the long term location for replacement open space (in the short term an alternate location will be required), funded through HS2. Delivery towards end of plan period following HS2 construction and school relocation. Additional areas of new public square or public realm will be sought and funded where appropriate through HS2.

- *Drummond Street pedestrian priority:* Pedestrian priority and through traffic restrictions in the Drummond Street/ Euston Street area could be implemented by L.B. Camden and funded by HS2 so far as required as a result of the works to the railway scheme, topped up by L.B. Camden where appropriate. The area of Drummond Street occupied by HS2 for railway construction will need to be restored to a scheme agreed with the Council. Camden Council will work with HS2 to improve the quality of the public realm here in line with the aspirations of this plan. Delivery would be towards end of plan period following HS2 construction.
- *Public realm/ transport works to Hampstead Road:* Likely to be funded through TfL 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.
- *A new development block fronting onto St James's Gardens:* towards end of plan period following construction of HS2

Medium term (2019 – 2024)

- Hampstead Road sites
- Shop front improvements

Long term (2024+)

- National Temperance Hospital
- Development block fronting St James Gardens
- Frontage on the west side of Cobourg Street, located between Drummond Street and Euston Street
- Replacement open space for St James Gardens

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.
- Contains Camden Site Allocations: Site 14 Westminster Kingsway College, Regent's Park Centre, Longford Street and Site 15 Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East/ Augustus Street.
- Regent's Park is a 10 minute walk for most residents but there is a lack of clear routes.
- Significant HS2 construction impacts resulting in the loss of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot, along with the loss of associated housing land, open space, play facilities and the Silverdale Tenants' Hall. At least 188 homes will be lost on the estate with a further 153 close to construction. This combined with construction impacts would have a significant impact on the community here.
- Development in the Euston area could generate investment opportunity in the local area and opportunities to raise the quality of building stock and significant benefits to the local community and economy could be realised including better homes.

Development principles

Development Principle EAP 5: Regent's Park Estate

Opportunities to accommodate new and replacement homes within Regent's Park Estate and provide wider environmental enhancements 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;
- 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 infill development and public realm improvements;
- reprovide and mitigate the loss of community facilities lost as a result of HS2 or redevelopment;
- contribute towards improved wayfinding and access to Regent's Park; and
- create clear definition between public and private spaces.

Uses

New homes:

There is the potential for the delivery of permanent self-contained homes (use class C3) mostly provided as replacement housing across the estate.

- Around 160 homes would potentially be infill housing developments as illustrated in figure 4.8 (see inset plan – A sites). Camden Council will work with the local community to look at detailed options for housing renewal and re-provision and potential further infill opportunities in the wider estate based around the key principles set out below.
- Approximately 300 homes could be provided as replacement housing only if necessary on the site shown labelled “C” in the inset plan at figure 4.8 (see point below).
- The remainder would be provided through existing additional housing opportunities shown at the Goldsmith’s House and adjoining land site (Site Allocation 15) and as part of a mixed use development re-providing the existing community facilities at the Surma Centre site on Hampstead Road (see inset plan B sites).

Priority for replacement homes:

The priority will be to provide replacement homes lost due to the construction of HS2 utilising short term opportunities for infill development in the estate if necessary. Potentially 188 homes would be demolished on Regent’s Park Estate (required to widen the railway cutting) and a further 153 are immediately adjacent to the construction zone. The HS2 Hybrid Bill process will determine the impact and appropriate mitigation for these adjacent blocks if it is demonstrated that they are affected. If these blocks are redeveloped,

figure 4.8 and the inset plan illustrate the potential layout of re-provided housing. There are limited opportunities for infill within the estate, therefore opportunities for infill in the wider area outside Regents Park Estate will also be investigated.

Social infrastructure:

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

- The continued use of the Westminster Kingsway College (Site Allocation 14) for education uses is supported, and only if satisfactory relocation of these uses can be found will residential redevelopment be considered.
- New or expanded primary school space will be required in the locality in addition to that provided at Camden Cutting to be funded through additional contributions towards providing new school spaces to meet the combined needs of new residents in the area to the west of Hampstead Road.
- Appropriate contributions towards the provision of community facilities and replacement facilities will also be expected. In the long term, the Hpod and community facilities on Cumberland Market could be relocated within any surrounding new development. The advance re-provision of Silverdale Tenants Hall in the area, which would be lost as a result of HS2, will be expected to be funded by HS2.

Design

Restoring the historic street pattern:

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

New links:

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

Building design:

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

Neighbouring amenity:

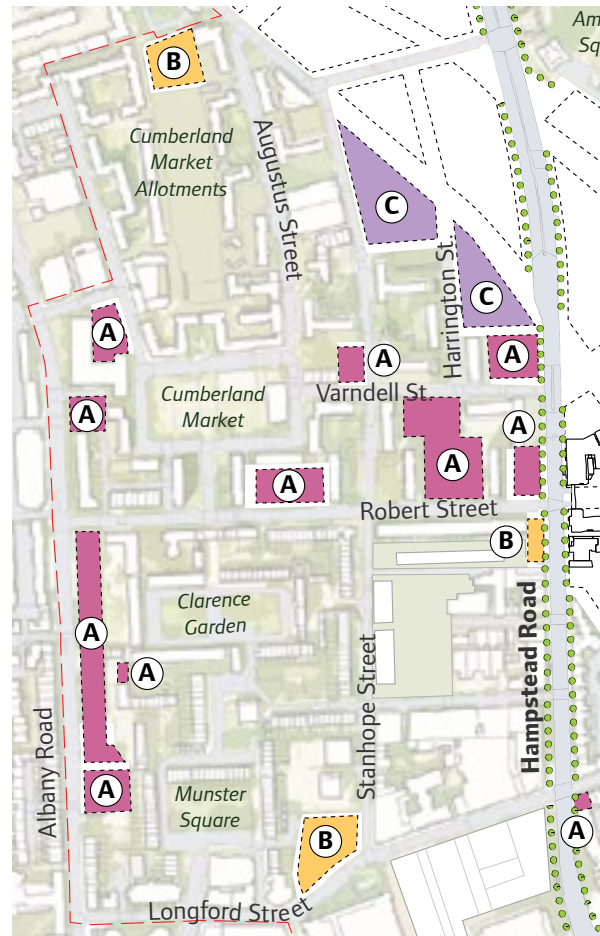
Given the proximity of the identified potential infill sites to surrounding residential properties, careful consideration should be given to detailed design and scale to avoid impacts on the amenity of neighbouring residents.

Active ground floor uses:

Encourage active ground floor uses including commercial/retail and community uses along Robert Street and Hampstead Road to complement the existing local shops here.

Shop front improvements:

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



Inset plan: housing delivery – site categories

Transport and public realm

New and improved links:

Enhancing walking and cycling links between Albany Street and Hampstead Road through improving existing links and establishing new links where made possible by long term development opportunities to improve accessibility to the station and create longer distance east-west routes linking to St Pancras and King's Cross and to Regent's Park.

It is envisaged the new and improved links would focus on pedestrian and cycle movement. Where appropriate, traffic calming measures should be introduced to address any potential impacts related to increased traffic movements through the estate.

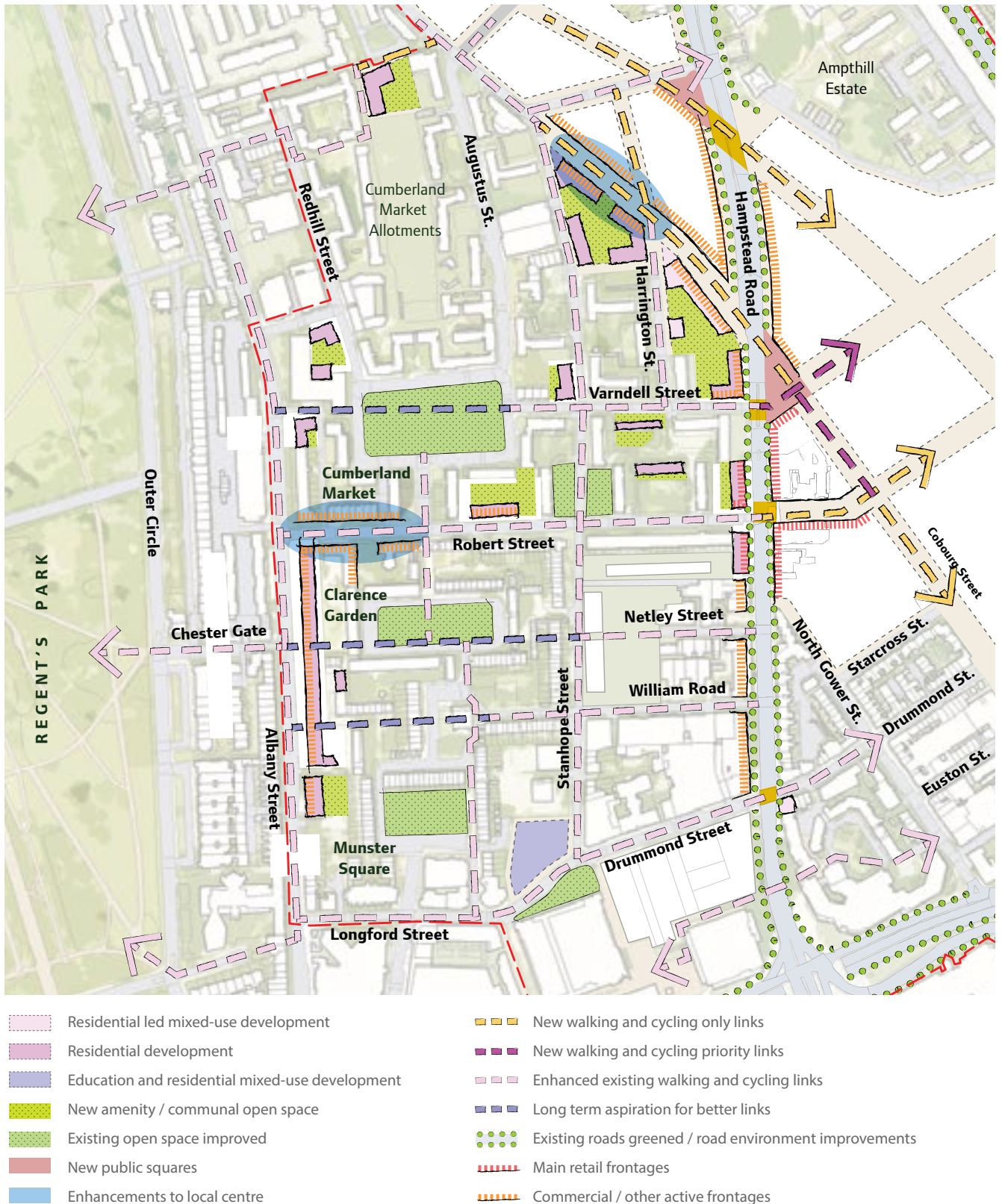


Figure 4.8 Regents Park Estate illustrative masterplan

Environment

Protecting and enhancing open spaces:

The introduction of new and replacement housing on the estate, in addition to wider direct loss of open space as a result of HS2, 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 infill housing development. The Council's brief to consultants looking at infill housing in the estate requires a landscape consultant to draw together a strategy to look at public realm, spaces and landscaping for all infill sites and the wider area as part of a coordinated approach. The approach should include the following measures:

- *The provision of new open spaces:* new accessible local green spaces should be investigated on vacant and under-used spaces such as car parking areas and cul de sacs, where opportunities emerge.
- *Improving and protecting the squares:* Development should contribute towards improving and protecting the three linked Squares on Regent's Park Estate (Clarence Gardens, Munster Square, Cumberland Market) and enhancement the links between them to contribute towards a well connected network of green spaces.
- *Enhancing the use of existing green spaces:* Enhancing 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 where this does not conflict with the potential for short term replacement housing.
- *Tree planting:* A net increase in the number of trees will be pursued in association with change and development in the estate.
- *Roof gardens and balconies:* reflecting Strategic Principle EAP 4, opportunities should be taken to provide amenity space as well as contributing to the local environment through the introduction of roof gardens and balconies.
- *Green roofs and green walls:* Green roofs and walls should be incorporated into new and existing development wherever possible and appropriate.
- *Improving the use of Regent's Park:* Opportunities for estate residents and Camden Council and HS2 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.

A temporary low carbon energy centre location:

Regent's Park Estate could accommodate a small temporary low carbon energy centre designed to kick start the implementation of a wider decentralised energy network for the area to the north of Euston Road prior to the delivery of a permanent centre at Euston Station. In the long term development will be expected to contribute towards delivering a wider energy network in line with the EAP energy masterplan.

Delivery strategy

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

Replacement housing and long term planning

There is a shorter term need to accommodate housing to replace that lost due to the construction of HS2. This process will also necessitate the consideration of longer term aspirations and requirements for Regent's Park Estate and its function as a whole. Camden Council will work with local residents and

businesses to test the fit of this approach with their aspirations and also to refine options for the amount, type and range of housing possible at Regent's Park Estate following on from the aspirations for new and improved routes, infill and redevelopment opportunities identified at figure 4.8. The Council is working to ensure that homes should be reprovided in the local area as a key priority.

Viability and funding

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

Further work to test viability and funding of any additional housing proposed at later stages will be required following more detailed feasibility work and consultation with residents.

Delivery partners and mechanisms for key sites/projects

- *Regent's Park Estate*: Camden Council will be the key delivery agent for new and replacement homes and their Community Investment Programme will be the key delivery mechanism working with HS2 where appropriate to mitigate housing lost. Further feasibility work and community involvement will be required to refine the potential for infill homes and the approach to open space re provision.
- *Site Allocations sites*: Both Westminster Kingsway (Site 14) and Goldsmith House (Site 15) are expected to be progressed by 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 above the redeveloped Euston Station and vicinity.

- *Temporary energy centre*: To be provided in association with housing development here, 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

Sites directly required by HS2 for construction will be redeveloped after the completion of the HS2 works. The replacement of these homes will be prioritised in the short term in infill sites within the estate and the Council will continue to progress detailed proposals with estate residents.

Short term (2014 – 2018)

- Regents Park infill sites (figure 4.8 - "A" sites)
- Regent's Park Estate development opportunities (figure 4.8 - "B" sites)
- Open space improvements/ new provision

Medium term (2019 – 2024) - Long term (2024+)

- Other infill opportunities at Regent's Park Estate - to be identified/discussed with residents
- Replacement housing for northern blocks (if considered necessary for redevelopment) (figure 4.8 - "C" sites)
- Shop front improvements

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.
- The area includes Mornington Crescent underground station, which is connected to Euston and Central London via the Northern Line.
- There are a number of listed buildings surrounding Harrington Square including terraced housing and Greater London House.
- The area is partly covered by Camden Town Conservation Area.
- Somers Town Neighbourhood Forum and plan area cover the Ampthill Estate.

Development principles

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.



Figure 4.9 Ampthill & Mornington Crescent Station illustrative masterplan

Uses

New homes:

Potential for at least 140 additional permanent self-contained homes (use class C3) provided as largely infill development along the edge of the railway cutting and potentially further infill opportunities on the estate can be explored. This should include the maximum reasonable amount of affordable housing provision in line with Camden LDF policies DP3 and CS6.

Social infrastructure:

Residential development identified in Figure 4.9 should re-provide the existing Ampthill Community Hall, and contribute towards additional or enhanced community facilities where appropriate.

Design

Reinstating the historic street patterns:

New development should help to reinstate the historic street pattern to improve enhance, protect and improve the accessibility, legibility and way finding of Ampthill and Harrington Squares, whilst ensuring safety and security of residents is not compromised.

Building frontage design:

Should address the relationship between the buildings and the street to encourage walking and cycling.

Active frontages:

Creating new and or enhancing active ground floor commercial/retail uses particularly in the central section of the estate along the Eversholt Street frontage.

Neighbouring amenity:

The identified infill sites are located to the south of existing residential properties and open space in Ampthill Estate. In taking these sites forward, careful consideration should therefore be given to potential impacts on the amenity of neighbouring residents, particularly in relation to sunlight and daylight.

Transport and public realm

Enhanced pedestrian and cycle links:

Enhanced pedestrian links between Mornington Crescent and Euston Stations can be achieved through a variety of measures. These include public realm improvements, road crossing improvements, improved signage and lighting, traffic management at Harrington Square and introducing new shops and activity at ground floor along the length of Eversholt Street and Hampstead Road.

Eversholt Street:

Eversholt Street's important role as a bus and cycle corridor should be maintained throughout the construction period of HS2.

Bus facilities option:

The area to the north eastern corner of the station off Eversholt Street could accommodate bus stands to cater for the growth in bus services forecast as well as to potentially provide the opportunity to relocate the standing space for some services from the south of the station. If facilities are proven to be necessary here then they would need to be designed to minimise impacts on surrounding residential amenity and the pedestrian and cycle environment, still allow for development and active frontages at this corner of the station site area and must be set within a high quality public realm.

Environment

Enhancements to open spaces:

HS2 Ltd, along with new development in the area should contribute towards improvements to existing open spaces in the area, Ampthill Square and Harrington Square.

Delivery strategy

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

Housing and long term planning

Camden Council will work with local residents and businesses to test options for the amount, type and range of housing possible at Amptill Estate following on from the opportunities along the railway edge identified at figure 4.9.

Viability and funding

Housing and development viability issues applicable to this area are discussed in chapter 5.

Further work to test viability and funding for sites here will be required following more detailed feasibility testing and consultation with residents.

Delivery partners and mechanisms for key sites and projects

- *Housing and community facilities:* Camden Council will be the key delivery agent for the development of housing, open space improvements and replacement community facilities at Amptill and their Community Investment Programme will be the key delivery mechanism. Further feasibility work and community involvement will be required to test the potential in more detail, working with Network Rail/HS2 to test feasibility of development next to the railway.
- *Enhanced retail frontage/shop front improvements:* Shop front improvements: Opportunities to secure funding from Lottery Funding, or support through the Regent's Park CIP work.
- *Bus facilities:* The provision of limited bus facilities (if required to reconfigure the wider bus facilities at the station) at the north eastern corner of the station will be delivered and funded through TfL/Network Rail/HS2. 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 contributions from development here.

- *Improved open spaces:* Amptill Square and Harrington Square may be required during the construction of HS2, and improvements to these spaces should be provided as part of their reinstatement following construction by HS2, in consultation with the local communities, with additional funding from wider S106/ CIL contributions where appropriate. If they are not required during the construction of HS2, funding and delivery of enhancements to the quality of access to and the setting of open space at Harrington Square is likely to be led by TfL and Camden Council with potential funding sources from developers and wider S106 contributions from development here.

Phasing

In order to help replace Camden's housing potentially lost due to HS2 construction at Regent's Park Estate, sites within Amptill capable of delivery in the shorter term may be prioritised for this purpose. The remainder of the potential opportunities would be expected to be a longer term project.

Short to long term (2014 – 2026+)

- Shop front improvements

Long term (2024+)

- Bus facilities
- Enhanced pedestrian and cycle links
- Enhanced setting of, and access to open space at Harrington Square
- Amptill new residential opportunity sites and open space improvement
- Reprovision of community hall

4.7 West Somers Town

Context:

- Eversholt Street is a key vehicular route from Euston Road to Camden Town.
- Eversholt Street and Chalton Street provide most of the shops, and market, for the area.
- Eversholt Street suffers from poor pedestrian and environmental quality opposite the blank side wall of Euston Station.
- Drummond Crescent Garage is a Site Allocation (Site 13) in LBC's Site Allocations DPD.
- Church Way Estate, Drummond Crescent and Maria Fidelis School are key to delivering aspirations for the area.
- Post war housing development and the expansion of Euston station has in reduced connectivity particularly between Euston station and St Pancras/King's Cross to the east.
- The area is adjacent to Edwardian and inter war social housing blocks of historic importance.
- Somers Town Neighbourhood Forum and plan area cover this area.
- Somers Town is designated as a 20mph zone in recognition of its residential character.
- Somers Town Community Investment Programme being progressed by Camden Council covers this area.

Development principles

Development Principle EAP 7: West Somers Town

New and improved routes between Euston Station, St Pancras and King's Cross will help to enhance the connectivity of the wider area. Eversholt Street will be a greened and vibrant route with shops and ground floor active frontages on both sides of the street. The redevelopment of Drummond Crescent to provide new school facilities and opportunities for the renewal/intensification of Churchway Estate will be investigated working with the local community. Enhancements to Chalton Street market and public realm here will be encouraged. Any potential construction impacts, including those that could arise from the proposed Crossrail 2 project should be carefully managed to minimise disruption to the local community.

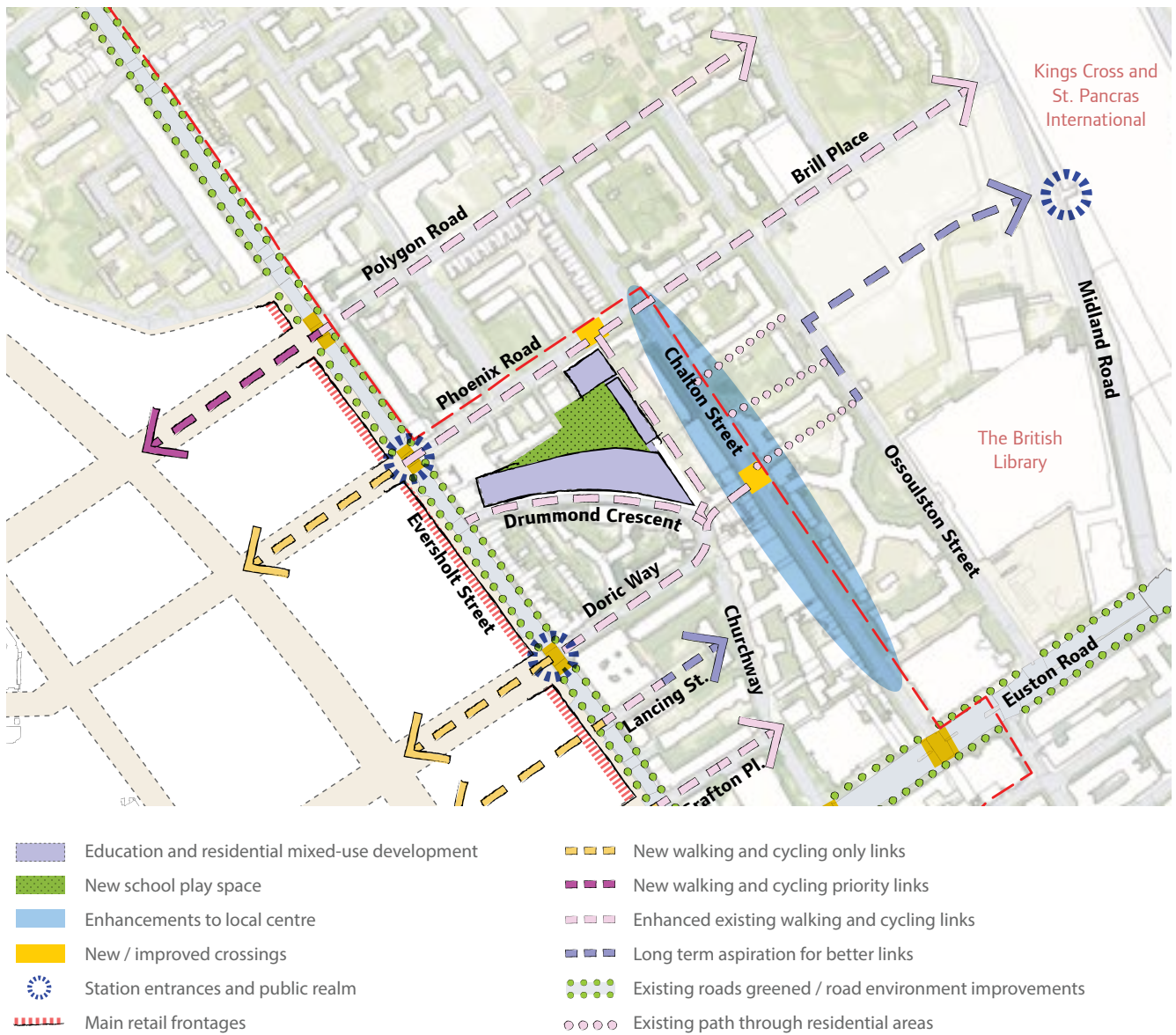


Figure 4.10 West Somers Town illustrative masterplan

Uses

New homes and school provision at the following sites:

- *Churchway*: opportunities for renewal and intensification of the Churchway Estate will be explored with residents and the local community.
- *Drummond Crescent & Maria Fidelis School*: Mixed use development for education and housing. The key priority for this site is the consolidation of the two sites of Maria Fidelis School utilising the combined site of Drummond Crescent and the existing school site on Phoenix Road. An alternate use if the site is not ultimately required for the consolidated school would be for a mix of uses, including housing and employment space.

Social infrastructure

New housing development in the plan area should contribute towards school places provision. These could fund the expansion of nearby Edith Neville by 1FE if sufficient need exists for additional primary school places in the area arise.

New and improved retail:

New and improved retail and other commercial uses that meet the needs of local people. The provision of active frontages along the eastern flank of a redeveloped Euston Station would enable the provision of active uses on both sides of Eversholt Street and create a more vibrant and viable neighbourhood centre.

Non-retail uses along Eversholt Street and Chalton Street neighbourhood centres will be managed in line with the guidance set out in Camden's Revised Planning Guidance for Central London SPD.

Chalton Street market: Support will also be given to the enhancement of Chalton Street market, in order to maintain its role in providing goods for local people and adding to the vibrancy of the area, which Camden Council and the community are promoting.

Design

Reinstate historic street patterns:

Reinstate historic street pattern particularly at Churchway and Lancing Street to achieve improved cycling and walking and to create active streets and routes.

Shop front improvements:

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

Drummond Crescent design:

At Drummond Crescent a school led mixed use development will be supported that preserves the historic curve of Drummond Crescent and improved safe pedestrian routes through the site which may require housing or other appropriate uses to fund it.

Transport and public realm

New and enhanced routes:

New development should facilitate improved east-west connections along key routes to link Euston and St Pancras stations as illustrated in figure 4.10. Any enhancements to the public realm and wayfinding should be progressed in discussion with the local community and be designed to balance with the amenity and safety needs of residents of the area, prioritising routes away from sensitive areas.

Pedestrian and cycle improvements on Eversholt Street:

Enhanced pedestrian crossings and cycle facilities on Eversholt Street, particularly through improving crossing points and careful design of junctions to better facilitate pedestrian and cycle movement.

Minimising the impact of the construction of Crossrail 2:

Recognising that the delivery of Crossrail 2 at Euston St Pancras is necessary to deal with increased Underground demand associated with existing pressures, general growth in passenger numbers and HS2. Measures to minimise the impact of its construction 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.

Environment

Greening of Eversholt Street:

Implement a green road strategy on Eversholt Street to improve the environmental quality of the street. This could include additional tree planting, landscaping, public realm improvements and securing pockets of new open space along the road in conjunction with development opportunities at Euston Station.

Open space:

The playground at Churchway Estate is required by HS2 for construction. The HS2 Environmental Statement identifies the intention to reprovide this and Camden Council will work with HS2 to seek to ensure appropriate provision is made.

New open space should be provided to support any housing intensification at Churchway and as part of the Drummond Crescent development. The open space should contribute towards the achievement of the green infrastructure strategy (see section 3.5).

Delivery strategy

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

A planned approach

This area is included in Camden Council's Somers Town Community Investment programme. A regeneration strategy developed to use the land assets to address the priorities of local people including new housing, the rebuilding of a school, community safety access to jobs and training and open space has been approved by Camden Council. At the same time the Somers Town Neighbourhood Planning Forum is working towards developing a plan for Somers Town and Amphyll. The Forum seeks to promote sustainable development in the neighbourhoods of Somers Town and it is hoped that the key principles contained in this document will aid the delivery of the objectives of the forum. Camden Council will continue to liaise with residents of Churchway to discuss future options for the estate.

Viability, delivery partners and mechanisms for key sites/projects

Specific delivery issues for projects are set out below:

Churchway: Camden Council will work with residents and the community to test the potential for the renewal/intensification of the estate and if opportunities are supported through this work the Council will work to identify potential sources of funding or delivery partners.

Drummond Crescent: The site is currently owned and used by the Metropolitan Police Authority. The Department for Education through the Education Funding Agency (EFA) are working with Camden Council and HS2 to discuss the delivery of the relocation of Maria Fidelis School to this site. Funding for building the school has been committed by the EFA and discussions to fund site acquisition are ongoing.

Crossrail 2: TfL and DfT are progressing this scheme and it is expected would secure appropriate funding 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 sources of funding will be investigated along with S106 contributions from development in the area.

Phasing

The delivery of a combined Maria Fidelis School at the Phoenix Road/ Drummond Crescent site is being progressed in the short term to allow for its consolidation to occur prior to the commencement of the construction of HS2, with funding and assistance from HS2 Ltd.

Short term (2014 – 2018)

- Drummond Crescent site

Long term (2024+)

- Crossrail 2
- Eversholt Street active frontages and shop front improvements
- Renewal/intensification of Churchway Estate
- Chalton Street improvements



↑ Warren Street Station

5

Delivery, planning benefits and monitoring

5 Delivery, planning benefits and monitoring

This section explains our approach to the delivery, planning benefits and monitoring of the Area Action Plan's vision and objectives. It should be read in conjunction with delivery information set out for each area in section 4.

5.1 Delivery and viability

A key mechanism for delivering the Euston Area Plan will be Camden Council with GLA decisions on planning applications if necessary. The policies and principles in this Plan, the London Plan, and the Camden Core Strategy, Development Policies and Site Allocations will provide the framework for these decisions. We will also take account of the Mayor's and the Council's supplementary planning documents (in particular, the Camden Planning Guidance and conservation area statements, appraisals and management strategies) when determining planning applications.

Infrastructure delivery and partnership working will also play an important role in delivering the objectives and principles in this Plan, given its interrelationship of railway infrastructure delivery and associated mitigation works.

The area-based development principles in Part 4 seek to achieve a coordinated approach to change in each area, addressing a range of issues including transport, public realm, environment and open space as well as land use. This will ensure that the benefits of growth to the area and its community are optimised.

In terms of the viability of the proposals set out in the plan, there is well established demand for commercial, institutional, retail and residential development in the Euston Area. Transaction and purchase values are high, and announcements of major development and occupier commitments across North of Oxford Street, Holborn, Fitzrovia, the Euston

Road Corridor and King's Cross indicate the level of demand. The number of permitted and completed schemes is an indicator of fundamental viability in this location under a variety of circumstances.

5.2 Working with our partners

Central to the delivery of the Euston Area Plan will be working with our partners in the area. In particular, the redevelopment of Euston station, and delivery of associated supporting transport infrastructure, will form a central element of growth and change in the area. This Plan has been developed jointly by the London Borough of Camden Council, GLA and TfL as key delivery and regulatory bodies, with involvement from HS2 Ltd and Network Rail through their participation at Management Board and Strategic Board level during the preparation of the Plan, as well as regular meetings at officer level.

It is proposed that the EAP Management and Strategic Boards will continue to meet to provide management and strategic direction in implementing the proposals and principles set out in this plan. Membership of these boards may need to be varied over time to reflect the changing role of the board, involving any future development partners for the station over site development for example, is likely to be necessary at some point. This will help to guide any more detailed design proposals in a collaborative and effective way.

Many of the sites identified in the Euston Area Plan fall within public ownership either as sites owned by the London Borough of Camden, or by other Government bodies in particular Network Rail and HS2 Ltd. Camden and the Mayor will continue to work with these bodies, as well as other landowners, in taking forward the delivery of this Plan.

This Plan has been developed in close consultation with the local community, neighbouring planning authorities and infrastructure providers. An important part of the successful delivery of this Plan will be through ongoing engagement with local people, voluntary sector organisations, developers, businesses, councillors and various council services.

5.3 Delivery plans

Key delivery issues are described for each site and projects within the sub areas in Part 4, including viability, delivery partners and mechanisms and phasing. A summary of all the delivery issues for each site is presented in the Delivery Plan Summary table at appendix 1 – please refer also to this.

The Council and the GLA will use these delivery plans to implement the Plan and will monitor progress on the identified projects on a regular basis. The delivery context and issues for the plan areas are also discussed in the accompanying Economic Vision, Retail Assessment and Delivery Report by GVA which was prepared to support the EAP.

The timeframes reflect the current priorities of the various delivery partners and may be subject to change in the future. Many of the projects will require further investigation including prioritisation against other proposals, detailed feasibility work, identification of funding, transport assessment and public consultation.

5.4 Phasing

This Area Plan will run until 2031. For phasing purposes this has been split into the following three periods, which are referred to in the delivery strategies for each area in Part 4 and in the delivery plans summary table (Appendix 1):

- Short term: 2014 – 2019
- Medium term: 2019 – 2024
- Long term: 2024 +

5.5 Flexibility

Flexibility of implementation, consideration of wider costs associated with delivery of constrained sites, and adapting to economic and market circumstances, will be vital in the delivery of this Plan.

Development above and around the station and tracks is challenging and there are areas where engineering constraints and railway infrastructure would make decked development above the railway costly (illustrated at figure 5.1). However, further detailed work to understand technical and cost implications of development above the station and tracks will be required to fully test the deliverability of development in this area, and figure 5.1 is based on the broad initial findings of work commissioned by the DfT to test development options in this area. It is anticipated that Network Rail, HS2 and the DfT will continue to progress development options work alongside the progression of any plans for Euston Station.

The range of jobs and homes capable of delivery here are based on a high level masterplanning capacity testing exercise. This range is considered to be appropriate representing the capacity capable of being supported in the Euston area – able to meet both wider planning requirements and the Plan policies and objectives. It is recognised that with the unusual costs involved in redeveloping the station and above tracks, development viability will be a considerable challenge. In considering proposals for redeveloping the station in particular, the priority will be to secure a new station and associated development of a world class quality and design, and if additional development or taller buildings are necessary to facilitate this, some flexibility towards other requirements in this plan may be

considered. The uncertainty over the precise nature of station design creates a particular need for sensitive and flexible implementation of the Plan, including around development and connections above Euston Station and cutting.

This Plan has been prepared to be flexible enough to cope with change, while ensuring our vision and objectives for the area are delivered. Achieving the objectives and principles set out in this Plan should be the starting point for development proposals, and evidence should be provided to justify where these cannot be fully met, including a full investigation of alternative options to deliver the objective/principle and a demonstration of the wider planning benefits that could be delivered in association with the proposal.

5.6 Planning benefits for Euston

The provision of s106 planning obligations and community infrastructure levy (CIL) contributions from development schemes in the area will form an important role in the delivery of infrastructure and facilities to support the plan, in addition to infrastructure being delivered as part of wider changes and mitigation works in connection with the redevelopment of Euston Station.

Planning obligations

Camden Council will use s106 planning obligations to influence the nature of development in Euston as well as to mitigate and compensate for its potential effects.

The main matters that Camden Council considers are likely to be addressed through legal agreements in the borough are identified within the London Plan and Camden Core Strategy policy CS19 - Delivering and Monitoring. Specific priorities for planning obligations for each of the areas covered in this Plan are set out in Part 4 of this document. Within the Euston area as a whole, our priorities generally fall into the following broad categories:

- open space and green infrastructure;
- affordable housing;
- creating and securing local employment opportunities;
- transport and other infrastructure;
- community safety;
- new and enhanced streets and public spaces;
- community facilities and services;
- local energy generation; and
- Ultra Low Emissions Zone (ULEZ).

This infrastructure identified in this Plan is not exhaustive and schemes can introduce a range of impacts that may justify the need for a planning obligation.

Community Infrastructure Levy

CIL is a standard charge placed on development that will be spent on the infrastructure needed to support growth. Infrastructure is currently defined as roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. In Camden, two levies are applicable:

- *Mayor of London CIL*: Since 2012, development in Camden which meets the relevant criteria are required to pay a set charge, which is applicable to all uses except affordable housing, education and healthcare facilities. Further information on the implementation of the current Levy is available in the Mayor's Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy SPG
- *Camden CIL*: The Council is currently developing detailed proposals for CIL charging and spending in Camden, and has produced a draft charging schedule. Following public consultation and a public examination, it is expected that the CIL will apply across Camden from Spring 2015. Currently the approach is to consider Euston in a similar way to the rest of Central London. However this will be reviewed once the precise nature and funding of Euston Station redevelopment proposals becomes clearer. The future approach will balance the nature of the funding of the delivery of planned rail infrastructure including mitigation measures, development viability on individual sites and the need for wider infrastructure to support growth (including the measures outlined in this Plan) in setting an appropriate rate of CIL for the Euston Area.

This Plan will help to guide decisions on infrastructure spending in the Euston area.

5.7 Monitoring

Camden Council will monitor the effectiveness of this Plan in delivering its objectives. The Council currently monitors its LDF Core Strategy and Development Policies by regularly assessing their performance against a series of indicators and publishing the results annually. The Council will assess planning outcomes in the Euston Area Plan and the implementation of this Plan against these indicators where they are relevant and publish the results alongside the findings of borough-wide monitoring.

Key potential triggers for a review of the whole or part of the plan/strategic principles or development principles include:

- Cancellation of HS2;
- Fundamental change to the proposed design of Euston Station;
- Changes to growth figures set out in the London Plan or Camden Core Strategy beyond those envisaged in this plan;
- Significant above-ground implications for Euston from the proposed Crossrail 2 station at Euston-St Pancras; and
- Significant economic change that would affect development viability or the economic role of Euston.

The GLA will monitor the delivery of homes and employment growth in the Euston area, in order to assess performance against London Plan targets, in particular Opportunity Area targets.

Camden Council and the GLA will also monitor government and London wide policy and changes in legislation to make sure that the Plan continues to be consistent with relevant national, regional and local planning policies, and to identify any need to review or reassess the approach taken in this Plan.



Appendices

- 1. Delivery plans - summary table**
- 2. List of development sites**
- 3. Objectives checklist**
- 4. Glossary**

1. Delivery plans - summary table

The table below sets out delivery information for the individual projects identified in this Plan. Please note that the information provided is indicative only and could be subject to change as further details are developed regarding potential funding sources, timing and detailed scope of each project.

This Area Action Plan will run until 2031. For phasing purposes this has been divided into the following three periods, which are referred to in the delivery strategies for each area:

-  Short term (S): 2014 – 2019
-  Medium term (M): 2019 – 2024
-  Long term (L): 2024 onwards

Key partners identified in the table are:

- LBC: London Borough of Camden
- TfL: Transport for London
- HS2 Ltd
- NR: Network Rail
- DfT: Department for Transport
- Future Development Partner: NR/HS2/DfT future development partner to deliver over- site development (not confirmed at this stage)

It should be noted that all of the infrastructure identified in Section 3 of the plan, is picked up in the table on a place by place basis, to avoid repetition.

4.1 Delivery Plan: Euston Station and Tracks

Key references: Section 4.1, Development Principle EAP1, Figures 4.3 and 4.4

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

Euston Station and Tracks: Station redevelopment with decking to allow over-site mixed use residential and commercial development	HS2 Ltd, NR, DfT / future Development Partner	Station redevelopment: HS2/ NR/DfT Decking to be funded by development above and/or additional public infrastructure funding	M - L	Overstation development to be integrated with station redevelopment and relies on provision of decking above the station to support it – HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit. Identified in Camden Site Allocations DPD: Site 9
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Land uses (see also Section 3.2; Strategic Principle EAP1)

Knowledge quarter: 30% of commercial floorspace as knowledge, science, medical and creative uses.	Future Development Partner, GLA, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, emerging Kings X Knowledge Quarter	On site provision.	L	See also Section 3.2/ SP EAP1 (Economy and employment) and -Section 5 of the EAP Economic Visioning Report December 2013 Opportunities for short term delivery as meanwhile uses
Employment support: Construction training, skills training, job brokerage	NR/DfT/HS2 Ltd/ future Development Partner, GLA, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, emerging King's Cross Knowledge Quarter	S106/ CIL/ set up of a local BID Where related to HS2 construction: HS2 Parliamentary Bill process	L	See also Section 3.2/ SP EAP1 (Economy and employment) and -Section 8 of the EAP Economic Visioning Report December 2013

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

Education: financial contribution to meet requirements generated by development	Future Development Partner	S106	L	To fund facilities on Camden Cutting / more widely as required
Other social infrastructure provision to meet needs generated by development (e.g. health)	Future Development Partner/ relevant providers	On site provision/ S106	L	On-site provision or financial contributions towards wider enhancements as appropriate

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

High Speed Two services National rail services improvement	HS2 Ltd. / NR	HS2 Ltd, NR, DfT	M - L	
Enhanced rail station facilities	HS2 Ltd. / NR	HS2 Ltd, NR, DfT	M- L	
Bicycle parking zones for the station	TfL / HS2 Ltd.	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Bicycle parking for new developments	Future Development Partner	Future Development Partner	M - L	Future Development Partner to install cycle parking in line with requirements of London Plan

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
New and enhanced public realm, walking and cycling links. To include Delivery of key routes, new/ improved crossings, wayfinding	HS2 Ltd/ NR/ future development partner	HS2 Ltd/ NR S106/ CIL	M - L	To be delivered as part of comprehensive redevelopment of Euston Station and Tracks site. HS2 delivery/ funding of measures would be provided insofar as they relate to work authorised by the HS2 Bill
Crossrail 2 (delivery and station integration)	TfL	Various, including DfT, TfL and CIL	L	
London Underground enhancements (ticket hall and platform access)	HS2 Ltd with TfL	HS2 Ltd	M - L	
Sub surface link to Euston Square station	HS2 Ltd with TfL	HS2 Ltd	M - L	
Enhanced and new bus facilities (stops/stands etc)	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M	See also Sections 4.2 and 4.6
Taxi drop off/ pick up facilities	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M - L	See also Sections 4.4 and 4.7
Sustainable freight infrastructure	HS2 Ltd/ NR with TfL	NR, TfL, s106/ CIL	M - L	

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

Ultra Low Emissions Zone (ULEZ)	TfL	TfL	M - L	To be developed alongside wider ULEZ zone for Central London
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Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Decentralised energy centre and network	Future Development Partner, LBC	Future Development Partner/LBC [assuming it extended beyond over site development area]	L	New energy centre to be provided at or in vicinity of Euston Station site to link in with wider decentralised energy network
Open spaces (maximum on-site provision; financial contributions towards provision elsewhere including on Camden Cutting)	Future Development Partner, LBC	Future Development Partner	L	
Urban greening (on streets as part of public realm works).	LBC/HS2/future Development Partner	HS2/ Future Development Partner	M – L	To be delivered as part of station/ over- station development HS2 delivery/ funding would be provided insofar as necessarily related to works authorised by the HS2 Bill

4.2 Delivery Plan: Euston Road

Key references: Section 4.2, Development Principle EAP2, Figure 4.5

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

New or improved frontages	Various owners	Landowner funded	S – L	Shop fronts are in private hands, therefore mainly a facilitation role.
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Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

Public realm, pedestrian and cycle improvements (new / improved Euston Road crossings; wider pavements and decluttering; east-west cycling enhancements)	TfL	HS2 Ltd/ NR, TfL, S106/ CIL	M – L	Timing to complement delivery of HS2. HS2 funding insofar as necessarily related to works authorised by the HS2 Bill
Bicycle parking	TfL	HS2 Ltd/ NR, TfL, CIL/ S106	M - L	
Gordon Street pedestrianisation	HS2 Ltd with LBC	HS2 Ltd/ NR, S106/ CIL	M - L	
New London Underground entrance	HS2 Ltd with TfL	HS2 Ltd/ NR, TfL	M - L	
New sub surface crossing under Euston Road	HS2 Ltd with TfL	HS2 Ltd	M - L	To be provided alongside delivery of HS2
Wider connectivity enhancements	LBC/ TfL	Various, including S106/ CIL, LIP	S - L	Wider improvements being delivered include the West End Project

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Enhanced bus facilities	HS2 Ltd with TfL	TfL, HS2/ NR	M	

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)

Reinstatement and enhancements to Euston Square Gardens	HS2 Ltd with LBC	HS2 Ltd	L	To follow planned use of Gardens as HS2 construction site.
Greening Euston Road	TfL	S106, CIL, LIP	M	

4.3 Delivery Plan: Camden Cutting

Key references: Section 4.3, Development Principle EAP3, Figure 4.6

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

Camden Cutting: Residential led development.	Future Development Partner	Future Development Partner	L	Linked to delivery of works to railway tracks associated with HS2/ station redevelopment – HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit. Granby Terrace Depot identified in the Camden Site Allocations DPD: Site 11
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Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

New 2 FE primary school to be provided as part of development	LBC/ Future Development Partner	S106	L	To be implemented in conjunction with Camden Cutting development
Health facilities: on site provision or financial contributions to wider enhancements, to meet needs generated by development	NHS/ Future Development Partner	S106/ CIL	L	To be provided in conjunction with Camden Cutting development

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Other social infrastructure: on site provision or financial contributions to wider enhancements, to meet needs generated by development	LBC	S106/ CIL	L	To include financial contribution as appropriate to meet any remaining education capacity requirements

Transport and public realm

New walking and cycling links	NR/ HS2 Ltd/Future Development Partner	HS2/NR/future Development partner/S106/CIL	M - L	To be provided as part of development HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Enhanced existing walking and cycling links	LBC	S106/ CIL	M – L	Likely to be implemented in conjunction with Camden Cutting development
New public squares	Future Development Partner	S106	L	To be provided as part of development
New/ improved crossings of Hampstead Road	TfL	HS2 Ltd/ NR, TfL, CIL/ S106	L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

New school play space/ public open space	Future Development Partner/ NR/ HS2 Ltd	S106/CIL	L	To be implemented in conjunction with Camden Cutting development HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit. HS2 delivery where relevant to the mitigation of the significant effects of HS2.
New (larger) public open space on deck above railway tracks	Future Development Partner/ HS2 Ltd/ LBC	NR/ HS2 Ltd, S106/ CIL, DfT/ other public funding	M – L	HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd.'s remit.
Decentralised energy centre and network	Future Development Partner/ LBC	S106/ CIL	L	On-site provision and/ or financial contributions

4.4 Delivery Plan: Drummond Street and Hampstead Road

Key references: Section 4.4, Development Principle EAP4, Figure 4.7

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

132-140 Hampstead Road : Mixed use development (would form part of expanded Euston Station redevelopment should HS2 proceed)	HS2 Ltd or Derwent London - If no HS2	Future Development Partner or Landowner funded	L	Identified in the Camden Site Within HS2 Euston Station footprint.
110-122 Hampstead Road (Former National Temperance Hospital): Residential-led mixed use development.	HS2 Ltd/Future Development Partner or LBC if no HS2	Future Development Partner or Landowner funded	L	Identified in the Camden Site Allocations DPD: Site 12 Within HS2 safeguarded area. Likely to be the site of HS2 station entrance/ operational building
New development block fronting St James's Gardens and open space	LBC	Landowner funded	L	To be facilitated as part of relocation of Maria Fidelis Lower School to Drummond Crescent.
West side of Cobourg Street: Frontage improvements	LBC/ various ownerships	Landowner and grant funding where available (tbc)	L	Longer term potential to enhance frontages
Shop front/ historic building enhancements	Various owners	landowner and grant funding where available (tbc)	M	Shop fronts and historic buildings are mainly in private hands, therefore mainly a facilitation role.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

New walking and cycling links	HS2 Ltd/ NR/ Future Development Partner	HS2 Ltd/ NR/Future Development Partner	M - L	Would be provided in association with expanded station footprint redevelopment options HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Bicycle parking	TfL/ LBC	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Drummond Street/ Cobourg Street/ Euston Street area public realm enhancements, pedestrian priority	LBC with HS2 Ltd	HS2 Ltd/ LBC, S106/ CIL	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Hampstead Road public realm, to include pedestrian crossings and junction works	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Hampstead Road: enhanced north-south cycle lanes/ tracks	TfL/ HS2 Ltd	TfL, HS2 Ltd, CIL/ S106	M - L	Also covers Camden Cutting and Amptill sub areas HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Taxi pick up/ drop off provision	HS2 Ltd with TfL	TfL/ HS2 Ltd/ NR	M - L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

Mitigation for the partial loss of St James Gardens due to HS2	HS2 Ltd	HS2 Ltd	L	Replacement open space to be agreed during the Parliamentary process for the HS2 Hybrid Bill
Decentralised energy centre and network	Future Development Partner/ Landowner	Landowner funded/ S106/ CIL	L	New energy centre to be provided at or in vicinity of Euston Station site.
Greening of Hampstead Road	TfL with HS2 Ltd	TfL, HS2 Ltd, CIL/ S106	L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill

Drummond Street: HS2 mitigation measures (see also Section 3.2/ Strategic Principle EAP1)

Interim measures during HS2 construction phase	LBC/ HS2 Ltd	HS2 Ltd	S - L	Mitigation measures and implementation approach to be identified and confirmed through the HS2 Hybrid Bill process.
Support for 'meanwhile uses'	LBC	Landowner/LBC	S - M	See also Section 3.2 ('Meanwhile uses')
Retention and relocation of remaining listed structures in St James's Gardens	HS2 Ltd/ LB Camden	HS2 Ltd	S - M	
Drummond Street shopfront/ historic building improvements	Various owners	Landowner funded and grants where available	M - L	Mainly in private hands, therefore mainly a facilitation role.

4.5 Delivery Plan: Regents Park Estate

Key references: Section 4.5, Development Principle EAP5, Figure 4.8

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

Housing replacement - infill sites. A1 Robert Street car park A2 Rydal Water open space A3 Varndell Street A4 Newlands Open Space A5 Dick Collins TRA Hall A6 Albany Street Police Hall / Cape of Good Hope A7 Staveley/ Newby overbuilds A8 Camden People's Theatre A9 Troutbeck overbuilds A10 Space next to St Bede's Hall A11 The Victory Pub Indicative capacity: 160 homes	LBC	HS2 Ltd	S	Shorter term infill development to provide replacement housing. Identified through LBC Housing consultation
Westminster Kingsway College, Longford Street ('B1') Retain in education use or housing development.	Westminster Kingsway College	Landowner funded	S	Identified in the Camden Site Allocations DPD: Site 14

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Land at Goldsmith's House ('B2') Mixed use development including housing	Peabody Trust	Landowner funded	S	Identified in the Camden Site Allocations DPD: Site 15
Surma Centre ('B3') Residential led development	LBC	LBC	S	
Housing redevelopment if required C1 Langdale C2 Coniston and Cartmel Housing-led development	LBC	HS2 Ltd (if required for HS2)/ LBC	M - L	Housing impacts in this location to be considered and mitigation determined through Hybrid Bill process
Enhanced shop fronts and introduction of more active uses: Hampstead Road	LBC/ various landowners	Landowner funded and grants where available	S – M	Some frontages within Camden ownership (including sites A-C above). Facilitation role for remaining privately owned frontages
Enhanced local centre/ shop fronts and introduction of more active uses: Robert Street	LBC	LBC through CIP or grant/lottery funding	S – M	Frontages within Camden ownership (but leased to private businesses).
Enhanced local centre: Park Village East/ Camden Cutting – community facilities	LBC/ landowner	Landowner/ s106/ CIL	L	Introduction of community facilities could help meet needs generated by development.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

New or expanded primary school space if required by wider development.	LBC	s106/CIL	M – L	Potential sources include expansion of existing primary school(s) or new school provision as part of housing redevelopment if required at Langdale, Coniston and Cartmel (C1/2)
Reprovision of Silverdale Tenants' Hall	HS2 Ltd with LBC	HS2 Ltd	M – L	
Enhancements to existing community facilities	LBC	LBC/ S106/ CIL/ HS2 Ltd	M – L	

Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

Enhanced existing walking and cycling links, long term aspirations for better links	LBC	HS2 Ltd/ LBC/ S106/ CIL	S – L	
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Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)

Open spaces: implementation of open space strategy	LBC	HS2 Ltd	S	Open space strategy to sit alongside and support proposals for new housing infill
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Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Consider detailed feasibility of temporary energy centre prior to delivery of permanent energy centre associated with Euston Station	LBC	Camden CIP/ s106	S - M	

4.6 Delivery Plan: Ampthill and Mornington Crescent Station

Key references: Section 4.6, Development Principle EAP6, Figure 4.9

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

Ampthill new residential opportunity areas Indicative capacity: 140 homes	Future development partner/ LBC	Landowner funded	L	Delivery timescales to be influenced by construction issues around HS2 – development only possible when HS2 finishes using construction compounds here
Eversholt Street retail frontage / shop front enhancements	Future development partner/ LBC/ Landowner	Future development partner/ Landowner/ Lottery or grants where available	S - L	

Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)

Re-provision of Ampthill Community Hall / enhanced community facilities as required	Future development partner/ LBC	S106/CIL	S – L	
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Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

New/ improved crossings at Hampstead Rd and Eversholt Street	Future development partner/ TfL/ LBC/	HS2 Ltd/ NR/ S106/ CIL	M – L	
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Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Enhanced pedestrian links between Mornington Crescent and Euston Station	TfL/ LBC	HS2 Ltd/ NR/ S106/ CIL	M – L	
Other enhanced existing walking links	Future development partner/ LBC/ TfL	HS2 Ltd/ NR/ S106/ CIL	M - L	
Bus facilities option	HS2 Ltd with TfL	HS2 Ltd/	M - L	

Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)

Harrington Square: enhancements to setting and accessibility	LBC/ TfL	S106 / CIL	L	
Greened roads	LBC/ TfL	CIL/ S106	M – L	

4.7 Delivery Plan: West Somers Town

Key references: Section 4.7, Development Principle EAP7, Figure 4.10

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Development sites

1-39 Drummond Crescent Mixed use development for education (relocated Maria Fidelis Lower School) and residential	HS2 Ltd/ LBC/ EFA	HS2 Ltd/ DfE (EFA)	S	Identified in the Camden Site Allocation DPD: Site 13
Investigation of Churchway renewal/ intensification	LBC	LBC	M	Camden Council to work with residents community to test potential
Eversholt Street active frontages (west side)	NR/HS2 Ltd/ Future Development Partner	NR/ HS2 Ltd/Future development partner	L	Would be provided as part of redevelopment of Euston station: see EAP Section 4.1/ Figure 4.1
Phoenix Road/ Eversholt Street Shop front improvements	Various landowners	HS2 Ltd/ Landowner/ LBC/ Lottery or other grant funding where available	M - L	Mitigation measures and implementation approach to be identified and confirmed through the HS2 Hybrid Bill process

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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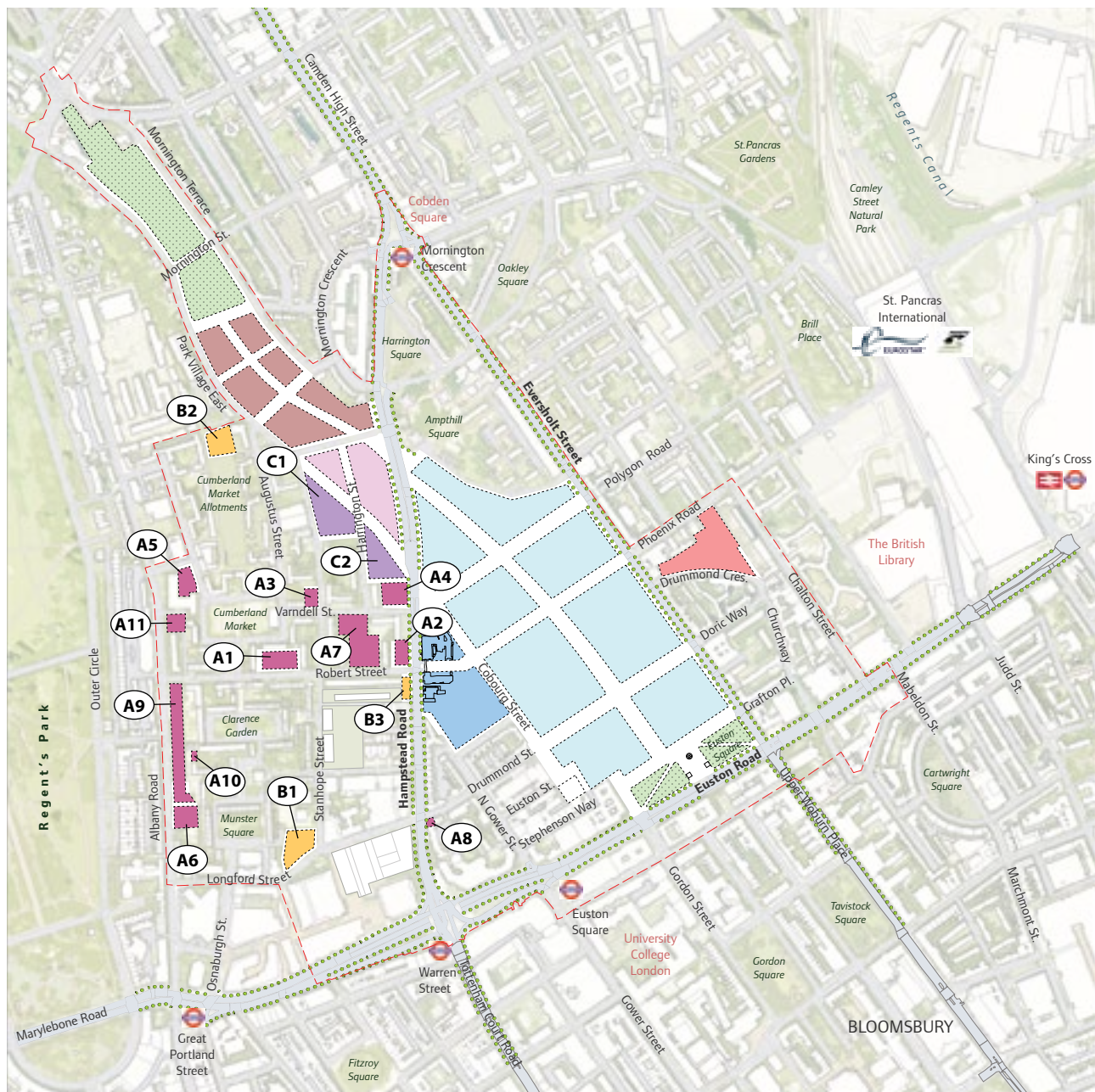
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)

Enhanced existing walking and cycling links between Euston and St Pancras	TfL/HS2 Ltd/NR/ LBC	HS2 Ltd/ NR, TfL (Crossrail 2), S106/ CIL, LBC	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Eversholt Street highway and public realm enhancements	HS2 Ltd/ NR	HS2 Ltd/ NR, S106/ CIL	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Eversholt Street: enhanced north-south cycle lanes/ tracks (also covers Ampthill sub area)	LBC/ TfL	HS2 Ltd/ NR, CIL/ S106	M - L	
Minimising Crossrail 2 construction impacts	LBC, TfL, NR		M - L	
Chalton Street enhancements: Wayfinding, enhancements to market area	LBC	LBC/ S106	S - M	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)

Eversholt Street greening	HS2 Ltd / NR/ LBC	HS2 Ltd / NR, S106/ CIL	M – L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Churchway playground reprovision	HS2 Ltd with LBC	HS2 Ltd	M – L	



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|--|--|--|--------------------------------------|
| | Euston station and tracks | | Regents Park Estate |
| | Maria Fidelis School / former Temperance Hospital / St. James' Gardens | | Infill housing sites |
| | Lost Regents Park Estate and new deck over railway | | Housing redevelopment (if required) |
| | Sites on new deck over railway | | Existing redevelopment opportunities |
| | Drummond Crescent | | |

Map of development sites

2. List of development sites and relevant EAP sections

Euston Station and Tracks – see EAP section 4.1

Sites on new deck over railway – see EAP section 4.3

Lost Regents Park Estate and new deck – see EAP section 4.3

Maria Fidelis School/former National Temperance Hospital/St James' Gardens – see EAP section 4.4

Regents Park Estate sites – listed below - see EAP section 4.5

Infill sites – identified through LB Camden Housing consultation

- A1 Robert Street car park
- A2 Rydal Water open space
- A3 Varndell Street
- A4 Newlands Open Space
- A5 Dick Collins TRA Hall
- A6 Albany Street Police Hall
- A7 Staveley/ Newby overbuilds
- A8 Camden People's Theatre
- A9 Troutbeck overbuilds/ Cape of Good Hope
- A10 Space next to St Bede's Hall
- A11 The Victory Pub

Existing redevelopment opportunities – site allocations/proposals

- B1 - Westminster Kingsway College (Site allocation 14)
- B2 - Goldsmith House - Peabody Estate (Site allocation 15)
- B3 – Surma Centre

Housing redevelopment if required

- C1 - Langdale
- C2 – Coniston and Cartmel

Drummond Crescent – see EAP section 4.7

3. Camden and London Plan policy and objectives checklist

EAP vision and objectives and relevant London Plan policy chapters

London Plan chapter	Euston Area Plan objective
London's places	EAP objectives 3, 4, 5 and 7
London's people	EAP objectives 1, 3 and 5
London's economy	EAP objectives 1, 3 and 5
London's response to climate change	EAP objectives 6 and 7
London's transport	EAP objectives 3, 4, 6, 8, 9 and 10
London's living places and spaces	EAP objectives 1, 2, 3, 4, 6 and 7

EAP vision and objectives and relevant Core Strategy policies

Core Strategy Policy	Euston Area Plan objective
CS1. Distribution of growth	EAP objective 3
CS2. Growth areas	EAP objective 3
CS3. Other highly accessible areas	EAP objectives 5 and 7
CS4. Areas of more limited change	EAP objective 1
CS5. Managing the impact of growth and development	EAP objectives 1, 2, 6 and 8
CS6. Providing quality homes	EAP objectives 1 and 3
CS7. Promoting Camden's centres and shops	EAP objectives 1, 3, 4, 5 and 7
CS8. Promoting a successful and inclusive Camden economy	EAP objectives 1, 2, 3, 4, 5 and 7
CS9. Achieving a successful Central London	EAP objectives 1, 2, 3, 4, 5, 7 and 8
CS10. Supporting community facilities and services	EAP objectives 1 and 3
CS11. Promoting sustainable and efficient travel	EAP objectives 4, 6, 7, 8, 9 and 10.
CS12. Sites for gypsies and travellers	(not provided in the EAP area)
CS13. Tackling climate change through promoting higher environmental standards	EAP objective 6
CS14. Promoting high quality places and conserving our heritage	EAP objectives 2, 3, 4 and 7
CS15. Protecting and improving our parks and open spaces & encouraging biodiversity	EAP objectives 1, 3, 6 and 7
CS16. Improving Camden's health and wellbeing	EAP objectives 1, 3, 6 and 7
CS17. Making Camden a safer place	EAP objectives 2, 3, 4, 7 and 8
CS18. Dealing with our waste and encouraging recycling	(see Camden Core Strategy and Development Policies)
CS19. Delivering and monitoring the Core Strategy	(separate monitoring and delivery measures set out in EAP)

4. Glossary

Affordable housing:

housing that is available below the market rate, including social rented housing, affordable rent and intermediate housing.

Area Action Plan:

An Area Action Plan is a local plan document produced by local authorities, such as Camden Council, which set out planning guidelines for areas where significant change is envisaged. It forms part of a council's collection of planning policy documents, in a Local Development Framework. It is required to be Examined by a Planning Inspector and should be prepared in consultation with local communities.

At-grade:

street level

Camden Planning Guidance:

a set of guidance covering a range of themes which provides supplementary advice regarding how Camden's planning policies are implemented.

Core Strategy:

Camden's Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough.

Creative industries:

industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property (DCMS 2001)

Crossrail 2:

a proposed new high-frequency, high-capacity rail line running between south west and north east London. Preliminary work has identified two possible routes: a Metro option offering a high-frequency, underground service across central London and a Regional option connecting central London with areas to the north east and south west.

Decentralised energy network:

The local generation and distribution of energy for purposes such as building space heating and domestic hot water production. They usually involve combined heat and power, which allows the local simultaneous generation of electricity and heat. Networks can serve a variety of buildings and uses across a neighbourhood area.

Development Policies:

the Camden Development Policies sets out detailed planning criteria that we use to determine applications for planning permission in the borough.

Euston Area Plan (EAP):

a document which sets out objectives and planning policies to guide new development, improvements and change in the Euston Area. It is being produced over the next two years and there will be opportunities to comment on the plan as it being produced. It is being produced jointly by the Greater London Authority (GLA), Camden Council and Transport for London (TfL). The Plan will be adopted as part of Camden's Local Development Framework and also adopted by the GLA as a Supplementary Planning Guidance to the London Plan.

Greater London Authority (GLA):

the GLA was created by the GLA Act of 1999 and formally established on 3 July 2000. The GLA Act of 2007 introduced additional and enhanced powers for the Mayor of London and the London Assembly in several areas including housing, planning, climate change, waste, health and culture.

Green infrastructure:

green spaces and features, including includes open spaces, landscaping, urban green spaces and public realm; street trees; and green and brown walls and roofs.

Green and brown roofs:

roofs that are specially designed and constructed to be waterproof and covered with material to encourage wildlife and to help plants grow.

Heritage asset:

a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

HS2 and HS2 Ltd:

HS2 is a High Speed rail link proposal which HS2 Limited, a company owned by the Department for Transport (DfT), are progressing with the engineering, design and environmental work at the moment. The high speed rail link is proposed to terminate on the site of the existing Euston Station, connecting London to the West Midlands initially and then extending the line to Leeds and Manchester, and potentially in the longer term to Scotland.

King's Cross / Euston Road Central London Frontage:

Commercial shopping frontages which serves a similar role to a town centre, providing for local workers, residents and visitors.

Legible London:

a new system of pedestrian signage that is being rolled out across Central London. It presents information in a range of ways, including on maps and signs, to help people find their way around the capital.

Local Development Framework:

Camden's Local Development Framework is a collection of planning documents that, in conjunction with national planning policy and the Mayor's London Plan, sets out Camden's strategy for managing growth and development in the borough, including where new homes, jobs and infrastructure will be located.

The London Plan:

The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

National Planning Policy Framework (NPPF):

sets out the Government's planning policies for England and how these are expected to be applied.

Neighbourhood centre:

designated local shopping area which provides for the day-to-day needs of people living, working or staying nearby. They are generally groupings of between five and fifty shops and service premises.

Opportunity Area Planning Framework (OAPF):

Opportunity Area Planning Frameworks are produced by the Mayor of London for areas identified as having significant potential to deliver new homes and jobs. Euston is identified as an Opportunity Area in the London Plan, therefore the document is being produced as an Opportunity Area Planning Framework which will be adopted by the Greater London Authority (GLA).

Permeability:

the ability to easily move through an area, usually by foot/ bicycle.

Public realm:

this term relates to outdoor areas that are accessible to the public, including streets, pathways, right of ways, parks, squares, and open spaces.

Site allocations:

Camden's site Allocations document set out the Council's proposals for land and buildings on significant sites (including sites in the Euston area) which are likely to be subject to development proposals during the lifetime of the LDF (2010-2025). These allocations are intended to assist in delivering the priorities and objectives of the Council's Core Strategy and the London Plan.

Social infrastructure:

covers a range of public facilities that are used by local communities, including schools, health facilities, and tenants' halls.

Taxi rank:

dedicated queuing area for taxis.

Transport for London (TfL):

TfL is responsible for planning and running London's public transport services. It also maintains and controls all of London's traffic lights, runs the congestion charge, maintains key roads and regulates London taxis and the private hire trade.

ULEZ:

Ultra Low Emissions Zone

Viability:

whether a development could realistically be brought forward for development, taking into account site capacity, constraints, and developer profit.

Way-finding:

visual markers or information points facilitating pedestrian and cyclist navigation

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