

EUSTON AREA PLAN

A new plan for the Euston Area

Proposed Submission Draft January 2026



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It's magnificent.
It's also a lot of fun!
— Simon Cowell

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1. Introduction

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

In planning for the future, Camden Council working with TfL and the Greater London Authority (GLA) produced and adopted the Euston Area Plan (EAP), a long-term strategic planning framework to guide transformational change in the area up until 2051.

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

1.1 EAP Update

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

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

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

1.2 Plan Context

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

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

The updates to the Plan have been informed by consultation and engagement building on previous stages and seek to highlight and develop key issues.

The Government is constructing a new High Speed Rail link, HS2, between London and Birmingham (Phase 1) with a connection to the West Coast Main Line at Handsacre with the London terminus at Euston. Although not confirmed, there also remains ambitions for a potential future connection to Manchester if funding solutions can be found. Camden Council wants to secure the best deal for local communities. The Council and its partners want a station design that allows for the maximum amount of development of new homes, jobs, streets and open spaces and continue to press for an integrated station design.

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

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

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

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

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

surrounding area".

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

This EAP therefore sets out key principles for the station area which will be expected to be met by any redevelopment of the station. It seeks a comprehensive approach to encourage redevelopment/development above the existing Network Rail tracks and platforms (above a station building) where this is technically and economically possible in collaboration with development associated with HS2 works

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

The government's 10 Year Infrastructure Strategy outlines plans to establish a Euston Delivery Company to lead private investment and development at Euston Station, working with Camden Council and the GLA to grow a commercial and life sciences hub, deliver affordable housing, and support regeneration. The Strategy also highlights the potential for the Delivery Company to bolster Euston Housing Delivery along with the potential for some kind of Development Corporation in the future. At the time of writing the Council is working to explore the potential for a Locally Led Development Corporation at Euston, but this requires new legislation to be laid by Government and would require consultation on its size, powers, governance etc. The area is therefore a focal point for government activity to both deliver HS2/ station infrastructure and deliver commercial, life sciences and affordable homes which sets the context for the review of the Plan.

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1.3 Vision and Objectives

The Vision for the Euston area in 2051

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

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

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

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

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

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

Objectives

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

1. Prioritising local people's needs:

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

2. Securing excellent design:

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

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

To ensure that the station and interchange redevelopment also enables comprehensive development of the area above and around the station and tracks and to make sure any

new development above the station and regeneration in the wider plan area provides a mix of homes, shops, jobs, open space, services, education and leisure facilities that benefits existing and future residents, businesses and visitors.

4. New streets and enhanced routes:

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

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

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

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

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6. Creating sustainable development:

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

7. Improving the environment along Euston Road:

To create an emblematic point of arrival to Euston and London that is inviting, draws visitors and actively facilitates movements of people and goods safely prioritising safe and inviting pedestrian links, legible and well connected from all points, with improved crossing opportunities reducing the barrier between the north and south balanced with high quality and reliable bus provision throughout.

Providing a green artery with much improved air quality that is accentuated by trees and restored and green Euston Square Gardens, a street whose public realm reflects the range of character areas and enhances world-class knowledge and innovation institutions along its length.

8. Promoting sustainable and active travel:

To promote walking and cycling in the area, through encouraging improvements to the streets and enhancing facilities for pedestrians and cyclists and those using the station, along with existing and new residents and workers in the area. In particular making it easier and safer to walk and cycle along and across Euston Road, Eversholt Street and Hampstead Road. To reduce air pollution and noise, substantially reduce all road casualties and improve the pedestrian and cyclist experience on these streets, through greening, improved infrastructure for pedestrians and cyclists and reducing the dominance of motor vehicles.

9. Enhancing public transport:

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

1.4 Purpose of this Plan

The Euston Area Plan was produced as a joint planning document by Camden Council, the GLA and TfL to promote a high-quality redevelopment of Euston Station area and to shape change in this transitional area maximising regeneration potential in the period to 2031. The Plan is now being updated to reflect changes since adoption with the period extended up to 2051.

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

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

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

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

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

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

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

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

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Sustainability Appraisal and strategic options for Euston

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

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

The updated Sustainability Appraisal process has considered the sustainability merits of updating planning policy for Euston. This process concludes that there are sustainability benefits in producing a revised local plan for Euston which reflects more accurately the land available for development indicated in Camden's Local Plan as well as seeking to mitigate HS2 potential impacts.

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

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

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

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

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

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

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

The Sustainability Appraisal, Health Impact Assessment and Equalities Impact Assessment are published on eustonareaplan.info

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1.5 Material Weight of the Document

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

The plan provides policies, guidance and illustrative masterplans to show how these could be implemented and is based on available information at the time of drafting.

The powers to build and operate High Speed Two have been granted through the High Speed Rail (London – West Midlands) Act 2017. This Act gives deemed planning permission for the railway and associated works and hence the planning authority for HS2 is Parliament. Therefore, matters of the principle relating to the railway and the mitigation of the effects of construction and operation are determined by Parliament.

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

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

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

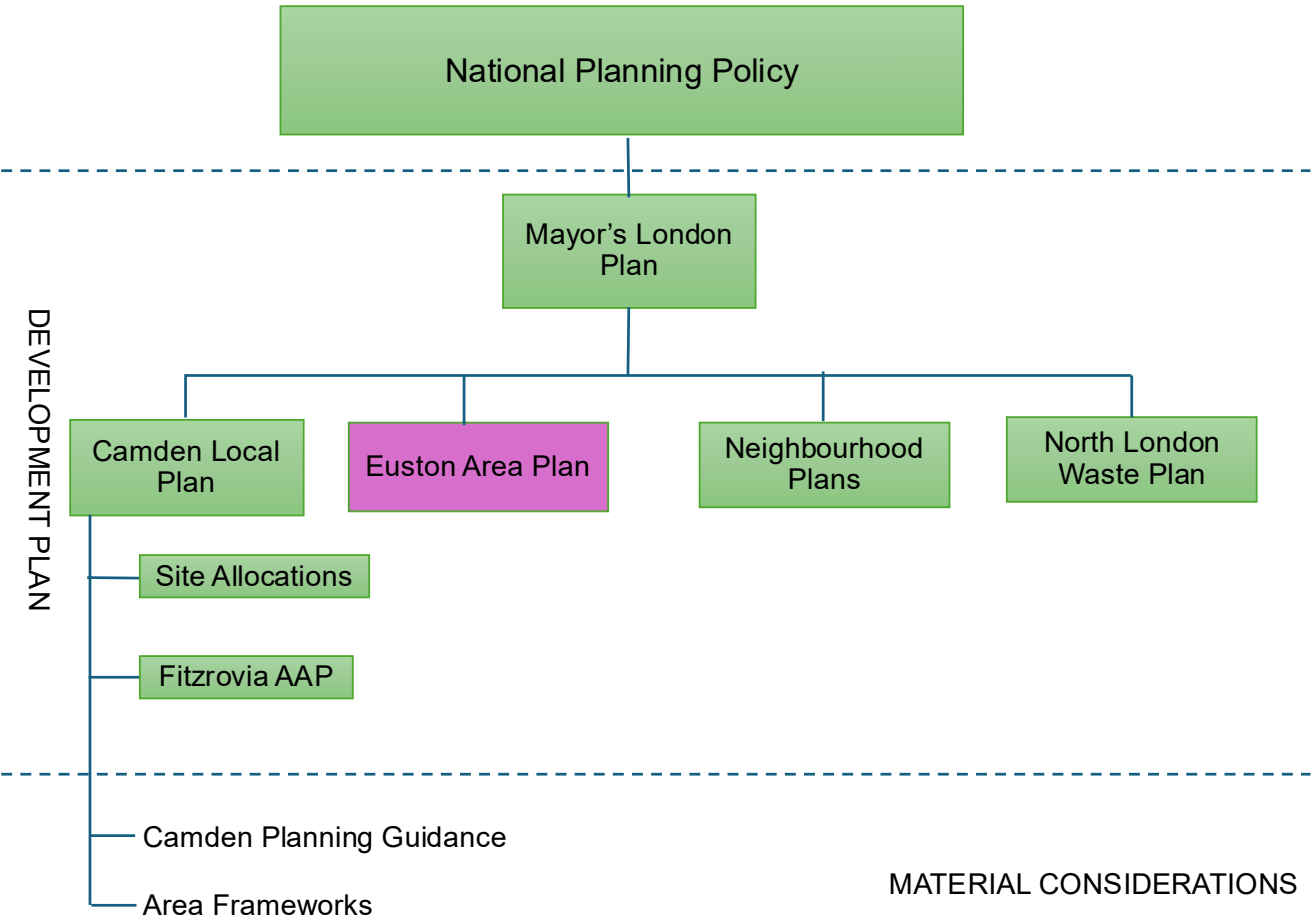


Figure 1.1 Euston Area Plan policy framework

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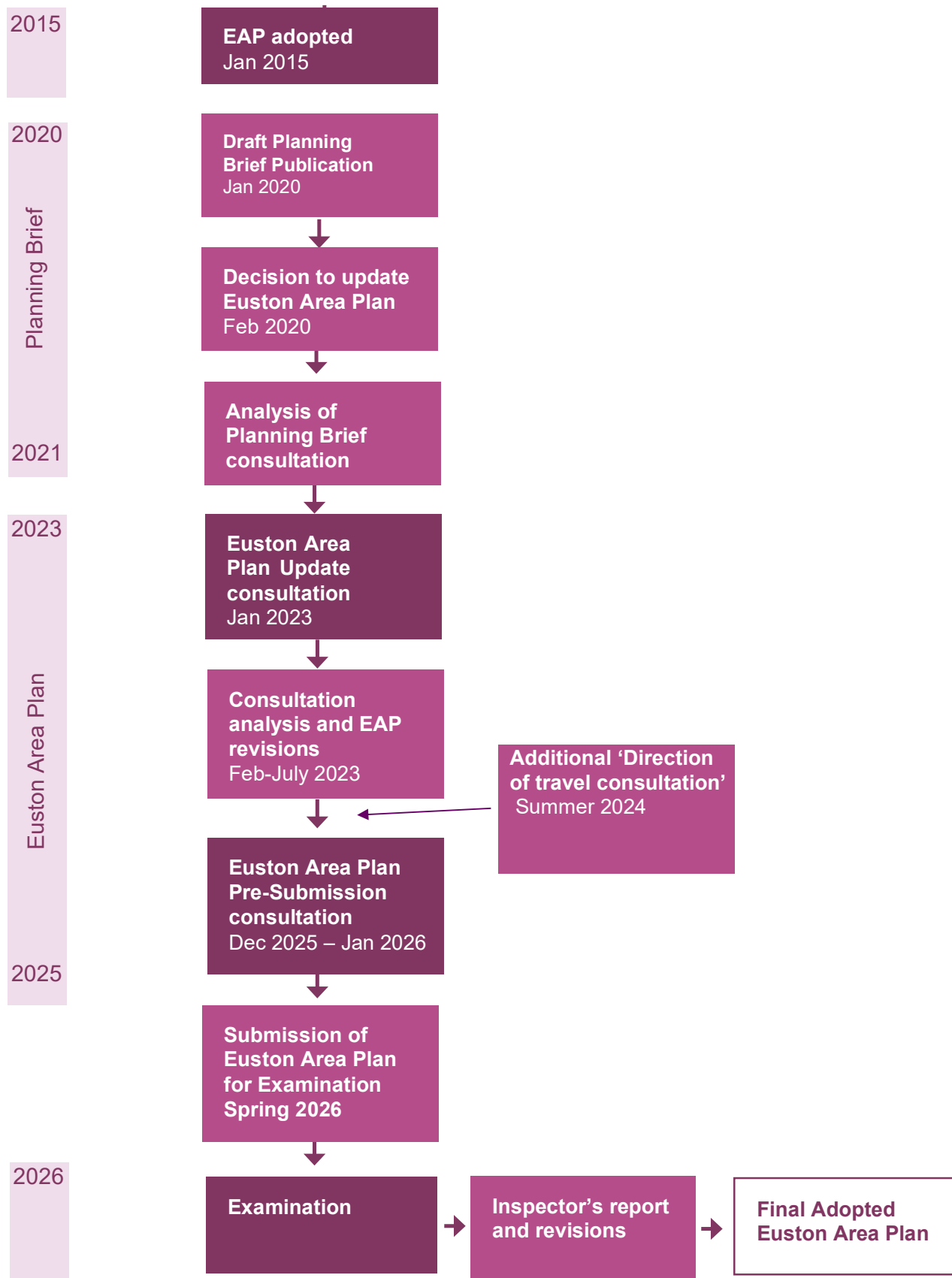


Figure 1.2 Plan production process

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

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

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

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

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

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

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1.6 Evidence to Support the EAP

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

These documents have been kept under review as the Plan has progressed through each draft and consultation, and amendments made where appropriate. The latest versions of these are available at: www.eustonareaplan.info

1.7 Consultation

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



2

Context

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2. Context

It is important that the Euston Area Plan is based on an understanding of the characteristics of the area and the challenges and opportunities faced.

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

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

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

2.1 London Context

A strategically important location and major development opportunity

Euston is located to the north of Euston Road, and forms part of the northern boundary of the Central Activities Zone, as identified in the London Plan (2021). The London Plan identifies Euston as an Opportunity Area reflecting the indicative capacity shown in the EAP 2015. It identifies significant potential for intensification and an opportunity to comprehensively transform Euston and the immediate area into a well designed transport interchange and new residential and business district because it is in a strategically important location for London. As well as providing a major transport interchange at Euston Station, Euston is close to King's Cross and St Pancras International mainline stations.

Euston is in the heart of the Knowledge Quarter, a nationally significant cluster of higher education, medical and specialist medical research institutions around Euston Road and Bloomsbury. This further demonstrates the nationally important role and significant future economic potential of this area. Euston is close to major central London destinations, including:

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

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- Camden Town, an international tourist destination and creative services hub

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

A transport hub

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

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

This would further enhance the area's crucial transport hub role, but also necessitate careful consideration and planning to avoid potential disruption to the communities living and working here during construction if Crossrail 2 is progressed. The Mayor of London seeks the provision of Crossrail 2 to deal with the projected additional

underground passenger demand from HS2 users.

HS2

Since the adoption of the EAP in 2015, the High Speed Rail (London – West Midlands) Act 2017 has authorised construction of the phase 1 of HS2. This includes authorising the construction of a terminus station at Euston to be built alongside the existing Network Rail station. The HS2 Act grants overall (known as “deemed”) planning permission for the construction of the railway (which includes the HS2 station and associated buildings such as vent shafts) but some of the detailed design and construction are subject to further approval by Camden as the local planning authority.

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

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

Network Rail

Network Rail are considering options to regenerate the existing Euston Station, which provides commuter and long-distance rail services to the north. Work is underway to look at what the best approach would be to ensure the station is refurbished to meet the needs of users and regenerated to contribute towards the provision of new homes and jobs above and around the station.

Comprehensive development

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

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

At the time of writing, there are no confirmed Euston station designs. There is a commitment to joint working by the delivery organisations to try to achieve the best solution for Euston. While this approach is welcomed, it does mean that there is less certainty around station designs, costs and

timescales which means that updates to the Plan must provide enough flexibility for future design development, viability and technical assessment.

Central Government

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

The area is therefore a focal point for government activity to both deliver HS2/ station infrastructure and deliver commercial, life sciences and affordable homes which sets the context for the review of the Plan.

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2.2 Local Context

The changing role of Euston

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

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

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

We Make Camden is the Council's corporate strategy. It sets out what the Council wants to collectively achieve and lead together with all those who have a stake in the Borough. It

was developed following conversations with residents, partners and community leaders.

The new Local Plan sets out the Council's vision for future development in Camden for the next 15 years, with planning policies to inform and shape how the borough develops to reflect the six key ambitions set out in We Make Camden. The EAP and the proposed updates include a number of strategic and cross-cutting policies which seek to create the conditions to deliver on a number of our We Make Camden ambitions in the Euston area.

Existing Policy and Guidance

Draft Planning Brief for Euston

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

The Council is currently updating its Local Plan. The draft Local Plan includes a policy for the Euston Area (Policy S2), to provide an overarching policy context to support the Euston Area Plan.

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

- Camden Local Plan and Camden Draft New Local Plan (Regulation 19)
- Camden Site Allocations
- Camden Planning Guidance SPD
- The London Plan and appropriate Supplementary Planning Guidance

Other policy and strategy work in the locality will also help to shape change in the wider area:

- To the southwest, the Fitzrovia Area Action Plan has been adopted by Camden Council as a shared vision for the area, coordinating development proposals across a number of significant sites. The boundaries for the EAP and the Fitzrovia Area Action Plan meet on the southern side of Euston Road at the junction with Tottenham Court Road;
- To the east, the Somers Town Community Investment Programme has been developed by Camden Council to address how growth and investment can be best coordinated to deliver maximum benefits for the communities in the Somers Town area over a 15 year period.

A number of projects have been delivered with a rebuilt Edith Neville school, new children's centre, community hub, new residential units and improvements to the public spaces. The Somers Town neighbourhood forum and plan area also cover this area. Somers Town has received funding from the Mayor of London to become a more sustainable neighbourhood through the Future Neighbourhoods 2030 programme. It aims to help residents, local businesses and organisations understand how climate change is affecting us and introduce a number of projects to empower communities to continue on their journey to a more sustainable future.

2. CONTEXT

2.3 Character Areas

The area covered by the Euston Area Plan is diverse in character. Seven character areas in the Euston area are described below. The specific policies and proposals for each area, which address the plan objectives, are set out in Chapter 4. These policies and proposals are informed by the key issues (see section 2.4) covering the whole area,

and guided by the development strategy in Chapter 3.

The character areas contain a mixture of land ownerships and development proposals in all character areas will be influenced by proposals brought forward by each of these distinct landowners in response to the policies in this Plan.

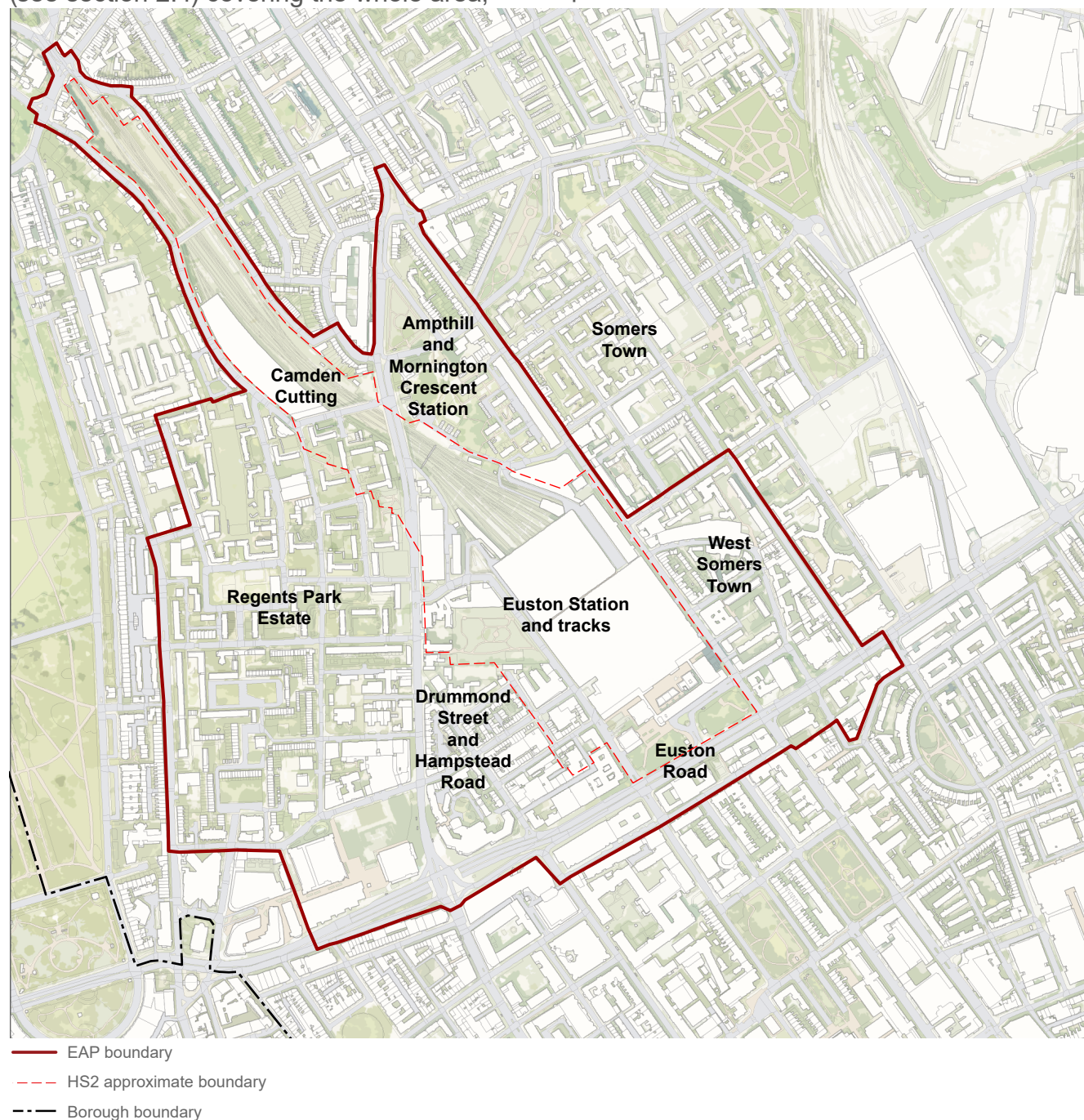


Figure 2.1 Euston's character areas



1. Euston Station and tracks

Euston Station is a major National Rail station, which is used by millions of passengers a year. The Government is currently developing plans to redevelop the station to cater for increasing demand. Euston is a major London Underground station serving the Victoria and Northern lines which are already crowded at rush hours and also a strategic bus interchange location. The current configuration of the station and associated infrastructure create a barrier to pedestrian and cycle movement and serve to separate the surrounding communities. The design of the buildings, bus facilities, community safety issues and associated public realm negatively impact on the local environment and contribute towards a poor perception of the image of Euston and HS2 construction works have further added to this.



2. Euston Road

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

2. CONTEXT



3. Camden Cutting

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

4. Drummond Street and Hampstead Road

The Drummond Street area has a well-preserved grid of historic regency terraces, containing a mix of residential and commercial uses within a tight-knit historic urban grain.

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



5. Regent's Park Estate

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



6. Ampthill & Mornington Crescent Station

Ampthill is a Council estate developed in the 1960s, and includes a mix of slab blocks and towers as well as Ampthill Square open space. To the north of Ampthill there is a terrace of Grade II listed residential properties and Greater London House that overlook Harrington Square Gardens, an historic London Square. To the east of Harrington Square, terraced properties face onto the northern end of Eversholt Street.

Mornington Crescent Underground station, a Grade II listed building forms the northern tip of the study area. It marks the beginning of Camden Town and falls within Camden Town Conservation area.

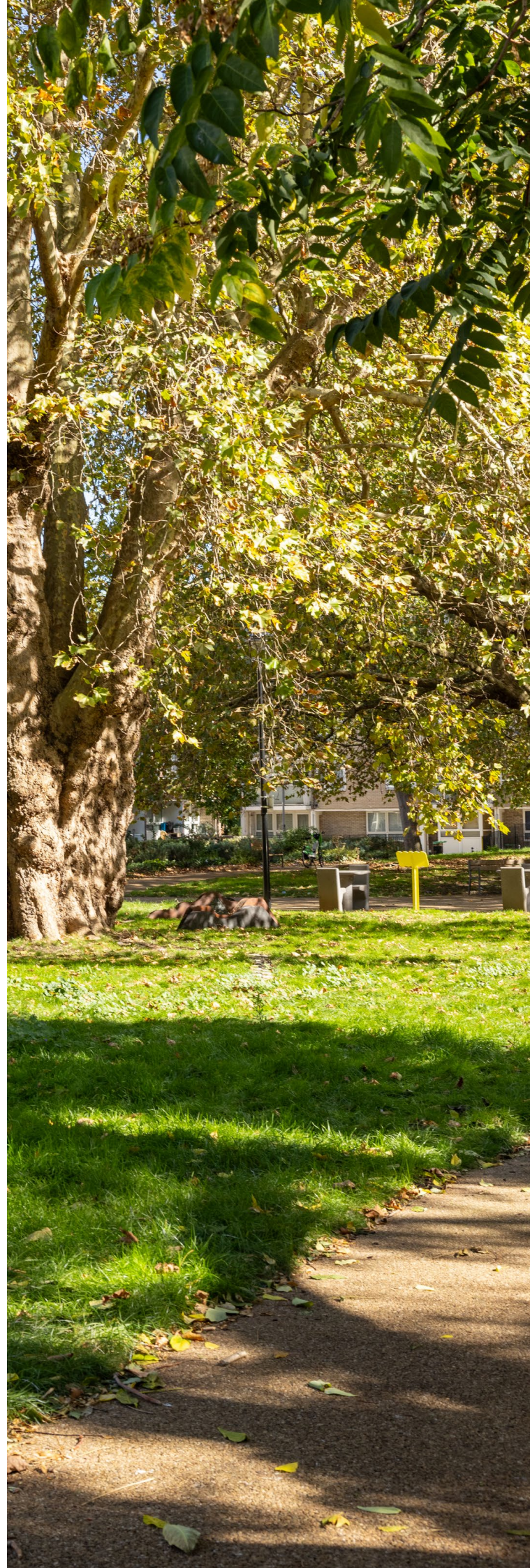
2. CONTEXT



7. West Somers Town

The Euston Area Plan boundary includes a small section of the Somers Town area. This sub area includes early social housing blocks, as well as Chalton Street and Eversholt Street neighbourhood shopping centres.

Independently of the Euston Area Plan, the London Borough of Camden worked with the local community to develop the Somers Town Community Investment Programme, which sets out proposals for targeted improvements to the Somers Town area and also liaising with the Somers Town Neighbourhood Forum on their aspirations for the area.



2.4 Key Issues

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

development of the vision, objectives and policies in this Plan.

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

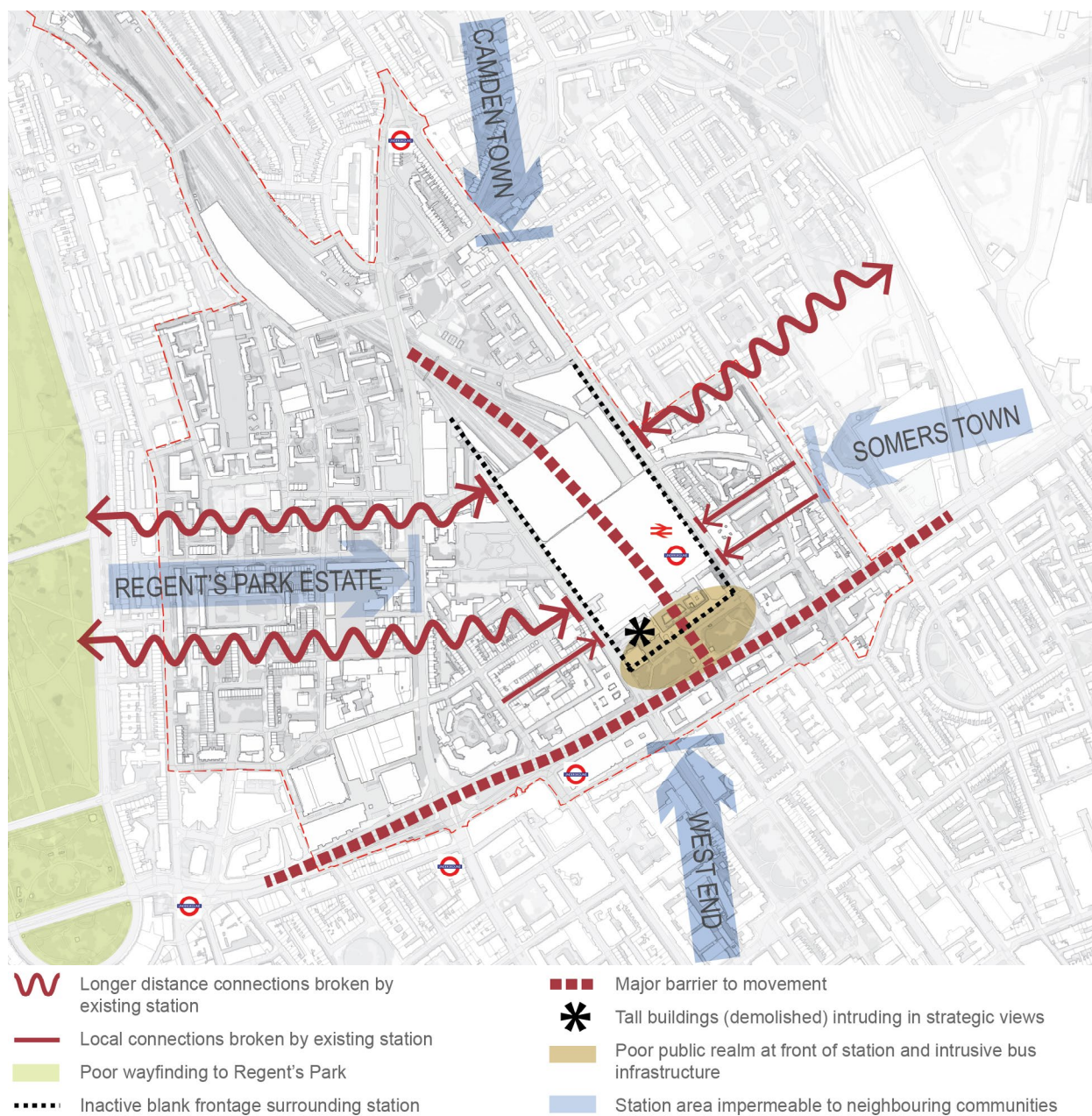


Figure 2.2 Key Issues identified in 2015 EAP

Construction has commenced but issues to be addressed remain the same.

2. CONTEXT

Design

Urban Design

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

Heritage

The study area includes parts of three conservation areas, over 50 listed buildings and features, and five designated London Squares.

- At the southern end of the Euston Area Plan area is the Bloomsbury Conservation Area, which includes a cluster of listed buildings around Euston Road, including the Grade I Listed Church of St Pancras, the Grade II* Listed Euston fire station and 1-9 Melton Street as well as a number of Grade II Listed buildings including Friends House and the Wellcome Building. Euston Square Gardens is a designated London Square, and contains a number of listed structures.
- In addition to Euston Square Gardens, the Euston Area Plan area includes Amptill Square, Harrington Square, Clarence Gardens and Munster Square all also London Squares.

- Elsewhere in the Euston Area Plan boundary are parts of the Camden Town Conservation Area (to the north and east) and the Regent's Park Conservation Area (to the west). At the meeting point of these conservation areas, a number of important heritage assets surround the northern part of the Camden Cutting. These include Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.
- Other assets of historic significance in the Euston area include the inter-war social housing estates of Somers Town and the fine-grained areas around Drummond Street and Chalton Street. Following HS2 construction commencing, St James's Gardens open space and the National Temperance Hospital site were demolished. These were considered assets of historic significance in the area.
- A number of important heritage assets in close proximity to the Euston area are also noteworthy, in particular Regent's Park, designated Historic Park and Garden, and nationally important Grade I Listed buildings that surround the park. Development would need to consider potential impacts on the setting of these heritage assets.
- Heritage assets in the Euston area make an important contribution to local character, sense of place and identity. The importance of conserving and enhancing heritage in the EAP area was highlighted in community feedback received.

Land Use

Housing

- There is significant need for new housing in Camden, especially for affordable homes. Housing is therefore Camden's priority land use.
- The Euston area has a very high proportion of social housing (and a low proportion of private ownership) compared to the Camden average.
- 215 (mainly affordable) homes have been lost as a result of HS2. Replacement housing blocks have been constructed and are now occupied. Residents on the Regents Park Estate are adversely impacted by the construction works.
- Owing to the properties being deemed virtually uninhabitable as a result of the HS2 works, in 2023, the Council entered into an agreement with HS2 whereby the Council committed to securing vacant possession of Cartmel, Coniston and Langdale blocks in the North area of Regents Park Estate and residents were offered a voluntary decant.
- Consultation responses showed that housing, particularly affordable housing was the most frequently prioritised for accommodation in the EAP area by local communities and organisations such as the Francis Crick Institute and Wellcome Trust and continues to be highlighted as a priority issue.

Economy and employment

- There are significant concentrations of knowledge economy uses around Euston, with a nationally significant cluster of medical and specialist medical research institutions.

2. CONTEXT

- Bloomsbury is home to a number of Higher Education institutions, including the main campus for University College London.
- Consultation responses generally indicated a lack of support for chain shops and large corporations in favour of support for local businesses and training.
- HS2 has brought a range of impacts on local businesses in the Euston area, including the loss of business premises, and ongoing impacts on remaining businesses and wider investment potential during the prolonged construction process. The HS2 Environmental Statement identifies the significant effects on the economy in the area. HS2 Ltd has worked with Camden Council to develop a comprehensive package of mitigation, compensation and local management measures to prevent or minimise these impacts and Camden continues to ensure that HS2 deliver this mitigation.
- The redevelopment of Euston offers the opportunity to introduce new uses and development to take advantage of the economic potential of Euston's well connected, Central London location.
- A key challenge for new development is to ensure that local people are able to take advantage of any potential future employment opportunities at Euston.

Town centres and retail

- The Euston area includes part of the King's Cross/ Euston Road Central London Frontage as well as Drummond Street, Albany Street/ Robert Street, Chalton Street and Eversholt Street neighbourhood centres.
- The vacancy rate for retail units in the Euston area was 17 percent in 2021, higher than the national average (15 percent), King's Cross (12 percent) and Camden Town (15 percent) but lower than the Holborn Brunswick area (17.8 percent). The percentage of vacant units in 2024 in designated Neighbourhood Centres in Euston are at 5% on Drummond Street and 0% on Chalton Street.
- Over the longer term, the redevelopment of Euston Station, with housing and jobs growth could have significant impacts on the role and vitality of existing retail centres in the Euston area.

Social and community infrastructure

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

Transport and Public Realm

- Euston is extremely well connected, with National Rail, London Underground, and bus routes, as well as proximity to key destinations such as Central London, Bloomsbury, the West End and Camden Town.
- Travel choice within the plan area reflects the area's high accessibility to public transport. Of the journeys originating in Euston, half of these (54%) are currently being undertaken by bus (27 per cent), the Underground (16 per cent) or by National Rail (11 per cent). Walking mode share is 39 per cent, vehicles (including taxis) 4 per cent and with cycling at 3 per cent (LTDS, 2019/20, TfL).
- Euston Road, Euston Station and tracks are barriers to north-south and east-west pedestrian movement and create a poor local environment.
- Collisions occur along the entire length of Euston Road with concentrations at junctions and pedestrian crossings. Historically, the collision rate is above average compared to other parts of the TLRN. This is related to the busy nature of the road with high levels of traffic, pedestrians and cyclists.



2. CONTEXT

- While Euston Station provides an important interchange for rail, Tube and bus modes, there is currently a poor environment for users and pedestrians. The existing bus station arrangement provides important interchange facilities but is poorly designed in terms of the wider public realm and movement, creating an unattractive pedestrian and cycle environment.
- The Euston London Underground station access is within the National Rail station footprint and is the only Underground station on the network without a dedicated access.
- From Euston Station there can be a high level of crowding on the southbound Victoria line and both branches of the southbound Northern line at certain times of the day.
- Taxi ranking is temporarily located in Euston Square Gardens using the HS2 Act powers while the station is under construction.
- Existing transport pressures, general growth in the use of Euston Station and additional passenger numbers associated with HS2 and development will create a need for significant infrastructure enhancements to enable the safe and efficient onward movement of additional passengers.

Environment and Open Space

Environment

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

Open space

- Due to HS2 St James's Gardens open space as well as all of Hampstead Road open space have been permanently lost.
- Euston Square Gardens is being used to enable HS2 construction works until the opening of the HS2 station.
- The EAP is therefore an important framework to plan for the medium and long term open space reprovision requirements resulting from HS2 construction.
- Consultation consistently highlights that open space and parks are highly valued, throughout the plan area.
- During the passage of the HS2 Bill through Parliament, funding from the Department for Transport was agreed to improve open space and play space to help mitigate the temporary and permanent loss of open spaces. Improvements to a range of existing spaces have been completed, with replacement open space due to be provided as part of the HS2 scheme.

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

Key issues, consultation and implications for plan objectives

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

Euston



Euston Station



Sainsbury's

CAFFÈ
NERO

Enter the
station, then
take first left

Enter the
station, then
take first left

DISCOVER
EUSTON

DRUMMOND ST
COBBOURG ST
STAR... ST
E... ST
STEPH...



Euston Station



Euston Station
to London
Bakerloo to Finsbury
01 76 34 04 30
Surrey
02 08 34 04 30
Barnet
01 76 34 04 30

3

Development Strategy

Contents

- 3.1 Overall Strategy
- 3.2 Land Use Strategy
- 3.3 Design Strategy
- 3.4 Transport Strategy
- 3.5 Environment Strategy
- 3.6 Open Space Strategy

3. Development strategy

Introduction

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

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

3.1 Overall Strategy

Overarching spatial concept and presumption in favour of sustainable development.

3.2 Land Use Strategy

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

3.3 Design Strategy

Overarching urban design, heritage and public realm principles, policy and illustrative masterplan.

3.4 Transport Strategy

Key transport priorities and overarching transport policy.

3.5 Environment Strategy

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

3.6 Open Space Strategy

Principles to secure a network of open space and green infrastructure.

Euston Station Redevelopment Context

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

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

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

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

The Government announced a pause to HS2 works at Euston in March 2023, while strategic decisions were made about the future of Euston. The Network North paper was published in October 2023, where the Government confirmed that HS2 will come to Euston. In October 2024, the new Labour Government confirmed its primary focus is on the safe delivery of HS2

between Birmingham and London at the lowest reasonable cost. A 'best for Euston' approach has been adopted to consider how plans for the stations and other transport infrastructure can be best integrated and inform future designs.

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

At the time of writing, there was still uncertainty about the requirements for the HS2 station, and whether this would include provision for its future expansion. There are also various options for phasing of the Network Rail station redevelopment.

The policies in this plan seek to provide a flexible framework to progress with a phased development.

Comparison

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

3.1 Overall Strategy

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

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

Road;

- Creating a network of new and improved open spaces, with new open spaces provided as part of HS2's mitigation and significant new public open spaces provided to support the needs of new development;
- Seeking to ensure that growth and change can protect and enhance existing local centres, In particular Drummond Street and Eversholt Street;
- Taking opportunities to repair historic routes and frontages and to deliver improvements to the settings of heritage assets; and
- Prioritising walking and cycling, and promoting enhanced interchange and public transport provision in a new Euston Station.

In the delivery of the overall strategy, it will be important to ensure that investment delivers benefits where they are most needed, maximising social value at the planning, construction and end user phases, ensuring that all aspects of development promote health and wellbeing and address concerns around safety and security.

Presumption in favour of sustainable development

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

Planning applications that accord with up-to-date land use, design and development principles in the Euston Area Plan (and with the up-to-date policies in the Camden Local Plan, London Plan, and, where relevant, any neighbourhood plans) will be approved without delay and applications that conflict will be refused, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

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

3.1 OVERALL STRATEGY



Figure 3.1 Overall spatial concept

3.2 Land Use Strategy

Relevant objectives:

1. Prioritising local people's needs
3. Making the best use of new space
5. Providing jobs and boosting the local economy

Strategic Principle EAP 1

A: Overall Mix

- New development above and around Euston Station should optimise the potential to create a major new economic hub of new commercial, knowledge based, science and creative sector industries to reflect the Knowledge Quarter ambitions for the area. The wider plan area will provide a range of mixed uses including a significant amount of residential, particularly to the north of the station reflecting its transitional role between settled areas to the north of Camden and the mix of uses in Central London. Development above and adjacent to the station and tracks should seek to accommodate the majority of the development for the plan area and seek to explore opportunities for additional floorspace as designs for the stations develop and where it meets wider policies in this plan, the London Plan and Camden's Local Plan. The floorspace figures are based on the amount of land enabled for development. If these figures are to change then land uses would be considered proportionately, with priority given to housing.
- Should new areas for development be identified through design refinement of the stations and/ or the work to meet Central Government's ambition to deliver new homes in the wider Euston area, it may be possible to deliver in excess of the development identified in the EAP subject to it meeting the objectives in this Plan and assessment against relevant policies in the Development Plan. Further engagement with local communities will be required. Where necessary proposals will be expected to re-provide uses lost as a result of station redevelopment. The appropriate mix of uses will include:

3.2 LAND USE STRATEGY

B: Homes

- Developments in the Euston area are expected to deliver in the region of 2,000 additional homes and optimising the potential of sites to deliver a greater number of homes will be supported (subject to meeting the other policies in the Development Plan). In line with policies in the London Plan and draft Local Plan, additional homes along with the provision of appropriate replacement homes across the whole Euston plan area should be provided as a mix of unit sizes, whilst ensuring a high-quality and inclusive residential environment. With reference to Local Plan policy, a proportion of non-traditional housing types (including but not limited to student housing and build to rent units) may be appropriate over the station as part of this additional housing provision, where the site is constrained by railway infrastructure, but the priority will be to maximise the provision of these housing units as permanent homes to meet local housing needs, therefore at least 75% of new housing should be provided as permanent self-contained homes.
- The Council will negotiate to seek the maximum reasonable amount of good quality, genuinely affordable housing in accordance with Local Plan and London Plan policy.
- The Council will seek types of affordable housing and rents that are appropriate in the context of the high house prices and market rents in the Euston area, the incomes and size of households in need of affordable housing, particularly the need for affordable family housing and the demand for intermediate housing in the area.
- The range of housing capable of delivery (including affordable housing) is dependent upon the footprint and design of Euston stations, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies. The highest number of homes could be delivered with a comprehensive station redevelopment with all phases progressed.
- In addition to this, opportunities will be taken to deliver improvements to existing housing estates through the provision of new, refurbished and replacement housing where appropriate, in consultation with residents.

C: Economy and employment

- Between 215,000sqm and approximately 370,000sqm of employment floorspace across the Euston area including replacement floorspace, providing between 10,000 and 17,300 additional jobs as well as around 39,000sqm of replacement floorspace are expected to be delivered at Euston.
- The range of employment/economic floorspace capable of delivery is dependent upon the footprint and design of Euston station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies.
- The Council will support and prioritise the creation and retention of suitable floorspace for Knowledge use priority growth sectors, including life sciences, cultural, scientific and heritage collections, data sciences and frontier innovation as well as educational floorspace. Other employment uses will be supported where it is shown that these reflect current and emerging needs of the knowledge economy.

- Major developments should demonstrate how the type of floorspace being provided contributes to and supports the continuing success of the knowledge sector district reflects current and emerging floorspace needs. Wherever possible schemes should be developed in collaboration with organisations that are currently based in the knowledge quarter, local communities and other key stakeholders. A mix of employment generating and economic uses should be accommodated in the EAP area.
- New employment floorspace should include a suitable mix of workspace types, including office, lab space, business accelerators, start-up, incubator, and move-on spaces, as well as an appropriate amount of affordable workspace in line with Camden's affordable workspace strategy and Local Plan policies.
- A strategic approach should be taken to the commercial offer at Euston. An Employment, Learning and Training Strategy will be required as part of any masterplan proposal, which should set out detail of the employment floorspace offer and how employment, learning and training requirements will be addressed and supported. The Strategy should reflect and build upon the Euston Partnership's Social Value Charter (See section on Inclusive Growth and Delivering Social Value) and will be secured through a S106 agreement.

D: Retail, Leisure and Culture

- Providing around 20,000 sqm of new and re-provided retail, food, beverage and leisure floorspace, to contribute to vibrant streets and reinforce the role of existing centres. To avoid over-supply and undermining of existing centres, the provision of additional retail and leisure floorspace above 20,000 sqm would be subject to a Retail Impact Assessment.
- New retail and leisure floorspace should be focused on the Euston station site, to serve the needs of passengers and support growth and development here, and on the Euston Road Central London Frontage where opportunities emerge. Smaller scale retail to meet the needs of local communities in neighbourhood centres and along key streets will also be supported.
- As part of the overall retail floorspace, the provision of a supermarket to serve the local community should be explored.
- For the Euston station masterplan area, it will be important to understand the provision of retail, food, drink, service, leisure and cultural uses on a site-wide basis. As these uses will be delivered in stages across the site by different stakeholders, the Council will be seeking to understand how parties will be working together to ensure that their delivery is coordinated. An overarching Retail, Leisure and Culture Strategy should be produced jointly as early as possible in the development of any proposals. It should set out how the objectives of the relevant development plan policies will be met and will be agreed and secured through a S106 agreement.

E: Social infrastructure

- Education, health and other social and community infrastructure should be provided to support new development, reflecting local priorities and need in line with Local Plan policies. This should include opportunities for culture which provides opportunities that are rich, interactive, accessible and attractive to the whole community, complementing and building on the existing cultural heritage of the area.

3.2 LAND USE STRATEGY

- To inform the appropriate type and scale of facilities, an application for the Euston station masterplan area will be expected to submit a Community Strategy that sets out how appropriate Social Infrastructure will be conceived and allowed to develop over time. The strategy will be secured and agreed by the Council via a S106 agreement.

F: Meanwhile uses

- As different phases of development at Euston will be constructed over coming years, a cohesive and thoughtful approach to meanwhile uses will be instrumental in energising spaces, creating social and economic value, and opening up opportunities to new ventures. An application for the Euston station masterplan area will be expected to deliver a Meanwhile Use Strategy, working with delivery and other local partners, it will be secured and agreed by the Council via a S.106 legal agreement.
- Flexibility will be applied on proposals for appropriate temporary alternative uses on buildings and sites if the current use is no longer viable as a result of HS2 and associated construction works. Support will be given to temporary uses that enhance the vibrancy and vitality of the area, promote existing local businesses, and support the development of a knowledge-based cluster in the Euston area.

G: Health and Well-being

- In combination with the London Plan, the Local plan and other planning policy and guidance, the policies in this Plan aim to engender a positive approach to health and well-being. The creation of healthy environments for people of all ages across the Euston area will be a key consideration when the Council assesses planning applications. In line with policies in the Local Plan, applications for major development at Euston will be required to complete a Health Impact Assessment and appropriately incorporate its findings. The Council's Public Health Strategist should be consulted in its preparation.

H: Safety and Security

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

I: Inclusive Growth and delivering Social Value

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

Homes

1. New Homes

Camden has delivered a range of sites providing homes to replace those lost as a result of HS2 construction, in order to allow people to stay in the area. As part of any additional housing provision through infill and renewal sites in existing housing estates (see below), Camden Council will seek to work closely with local residents to meet existing needs.

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

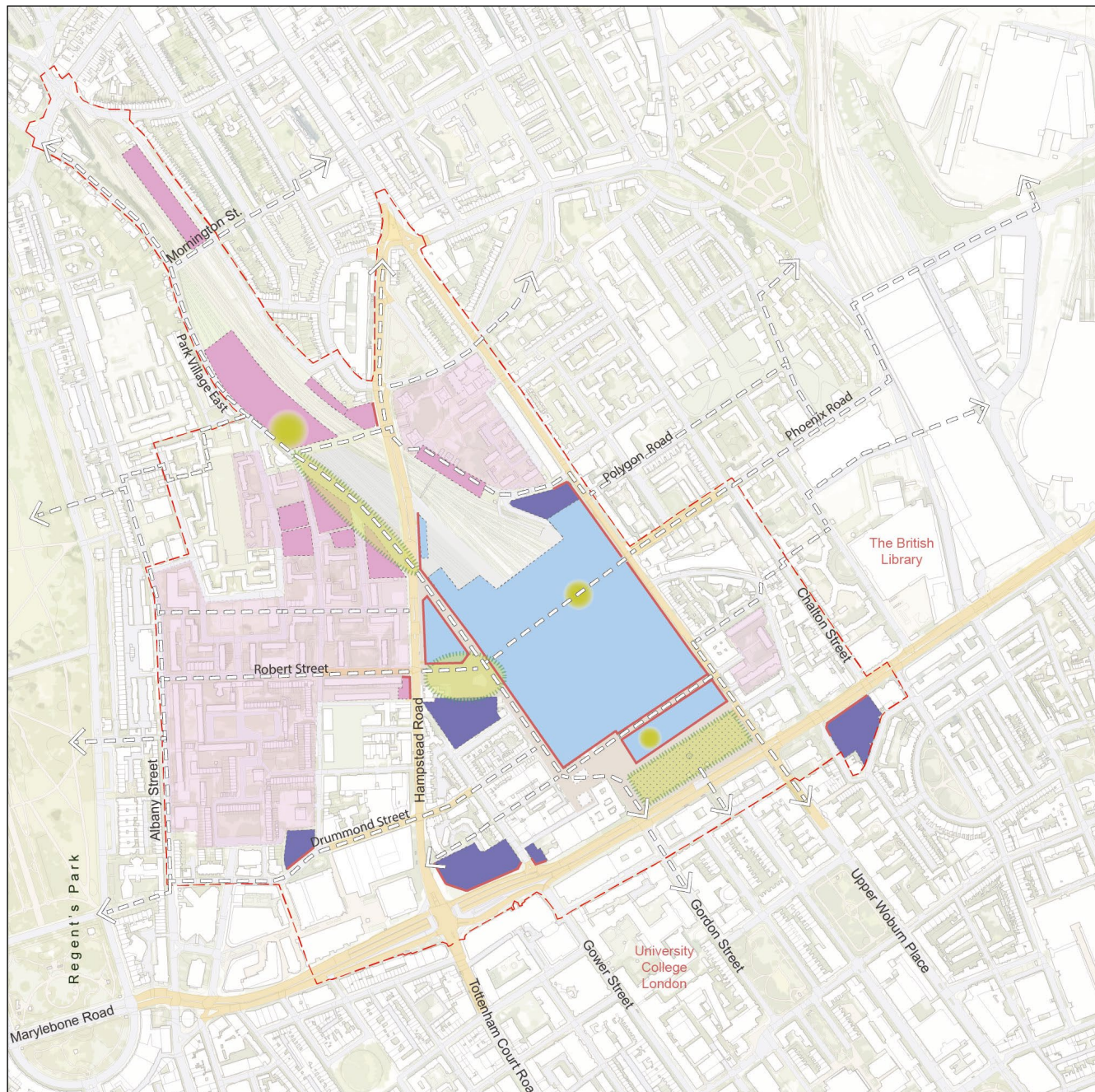
In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses, particularly during the construction period of HS2. Consideration will be given to potential need for a permanent change of use once the impacts of the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

2. Additional housing

Quantum and distribution

Developments in the Euston area are expected to deliver in the region of 2,000 additional homes along with appropriate housing re-provision for those lost due to rail construction or redevelopment. The priority is for the provision of new homes as new permanent homes to meet housing needs in the area to be delivered in line with Local Plan policies, with a target of at least 75% of units as permanent self-contained homes. In this context, self-contained housing refers to individual residential units that include all necessary facilities (bedroom, kitchen, bathroom and living area) with their own separate and lockable space and independent access. The amount of housing appropriate will be dependent upon the footprint and design of Euston Station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies. A comprehensive scheme which optimises the amount of land enabled for development is likely to be capable of supporting the higher level of housing provision. This housing projection indicates less delivery than that identified in the London Plan, reflecting masterplanning work which takes into account additional site constraints, less enabled land and higher costs and viability issues.

3.2 LAND USE STRATEGY



- | | | | |
|--|--|--|--|
| | Euston Area Plan boundary | | Improved existing open spaces |
| | Mixed-use (Knowledge economy priority uses) | | Re-provided lost public open space (HS2) |
| | Mixed-use (residential and commercial) | | New public open space (above station/tracks) |
| | Predominantly residential use | | Main active frontages |
| | Other sites identified for further testing for housing retrofit/ densification | | |

Figure 3.2 Overall land use strategy for Euston which should be applied to phases of development

New and replacement housing would be focused at:

1. The Euston Station and Tracks and the Camden Cutting sub areas, subject largely to the feasibility of decking opportunities;
2. Mixed Use sites on the Euston Road; and
3. Sites in existing housing estates, delivered through Camden Council's Community Investment Programme.

Affordable housing and housing mix

Affordable housing will be sought in line with policies in the Camden Local Plan and the London Plan. Development will be required to provide the maximum reasonable level of affordable housing on individual sites. Market rents are beyond the reach of many families in housing need therefore the council will encourage the provision of genuinely affordable housing in line with the preferred affordable housing tenures identified in the Local Plan and London Plan and the tenure mix identified in the Local Plan. Camden Council's guidance on housing provides more details on how Local Plan policies are implemented for affordable housing.

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

Local businesses and other organisations have highlighted difficulties faced by staff

in accessing residential accommodation in Camden. The provision of intermediate housing as part of the affordable housing mix can help to address such issues by providing housing at less than the market rate that is available to a wider range of local residents and employees than social-affordable rented housing. Intermediate housing provision should be consistent with Camden Planning Guidance on Housing, and affordable to households whose annual income is no more than the maximum set out in the London Plan and subsequent Annual Monitoring Reports. A range of unit sizes will be sought, reflecting the priorities set out in the Camden Local Plan and associated guidance.

Ensuring a high-quality environment for residents:

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

Housing development will be expected to meet the residential design standards set out in the Local Plan and the London Plan and have regard to the Supplementary Planning Guidance issued by the Mayor and the Council. The design of new homes must follow London Plan guidance. In particular, the design of the homes should favour diversity of housing types, enable the delivery of mixed tenure, maximise the provision of dual aspect homes, ensure thermal comfort and good indoor air quality and noise, be energy efficient, have good access to views and daylight, and provide good access to shared public open spaces.

Delivery information and indicative phasing for new and replacement housing referred to in this section is set out in detail in chapter 4, Places and summarised on a site by site/project basis in Appendix 2, Delivery Plans – Summary table.

Economy and Employment

In light of its location in the Knowledge Quarter innovation district, the Euston area has great potential to capitalise on the burgeoning cluster of science, knowledge and creative industries and to meet the strong demand for new floorspace by these sectors through the redevelopment of the station. Recent years have seen successful high-profile developments in the area, and there is a significant pipeline of forthcoming developments, including the British Library extension and the relocation of the Moorfields Eye Hospital to the St Pancras Hospital site. The significant development potential at Euston is a once in a generation opportunity to secure transformational regeneration and fully realise the economic potential of the area and maximise the benefits from new development and new jobs for the local community. This section focuses on the creation of suitable floorspace for knowledge economy uses. Whilst other uses such as shops and leisure uses also contribute to the economy and employment, these are addressed separately in the retail and leisure section below. The majority of employment uses will be focused within the Euston Station and tracks area, therefore for commentary on the delivery of these elements please view section 4.1 of this plan, and Appendix 2 to view the delivery plan summary table.

1. Amount and distribution of new employment floorspace

Given its location in the Knowledge Quarter innovation district, the Central Activities Zone (CAZ), excellent transport connections and neighbouring activities Euston provides a major opportunity to attract high value, knowledge-based employment and activity in the science, innovation, technology, educational and creative sectors. The area has the potential to accommodate in the range of between 215,000sqm and 370,000 sqm of employment floorspace including replacement floorspace, supporting between 10,000 and approximately 17,300 jobs. The amount of floorspace appropriate will be dependent upon the footprint and design of Euston Station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with the plan objectives and policies. A comprehensive scheme is likely to be capable of supporting a higher level of employment/economic floorspace and create a suitable environment capable of securing higher value employment and realising the full potential of the knowledge economy at Euston.

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

The total employment floorspace would provide higher delivery than that identified in the London Plan and the Camden Local Plan, reflecting additional capacity identified over the stations, a change in job density calculations and the provision of less residential floorspace over the stations to reflect constraints and viability challenges. The higher level of floorspace may be possible if a scheme which redevelops the Network Rail station and maximises other opportunities through enabling land for delivery is progressed.

2. Types of new economic and employment floorspace

Euston lies at the heart of the Knowledge Quarter innovation district, a unique cluster of academic, cultural, research and scientific organisations, which have been attracted to the area by the excellent transportation links, highly skilled workforce, high-quality office and lab spaces, concentration of knowledge economy organisations, and outstanding retail, art and leisure offer. The cluster is now home to world-class scientific and knowledge-based institutions and companies that specialise in areas like life sciences, data and technology, and the creative industries. The Council will continue to support the Knowledge Quarter innovation district and prioritise employment floorspace for the knowledge economy and ensure its success benefits the local community.

Multiple studies have highlighted the vital role that the Knowledge Quarter innovation district plays in the UK economy, leading internationally in fields such as life sciences, cultural, scientific and heritage collections, AI and machine learning.

3.2 LAND USE STRATEGY

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

- Knowledge economy organisations thrive when they are able to cluster and thereby benefit from agglomeration effects, such as a strong talent pool, knowledge sharing and opportunities for collaboration.
- Currently knowledge economy organisations compete for limited floorspace with other businesses and organisations in the wider economy as well as other land uses.

The Council will therefore support and prioritise the creation of suitable floorspace for knowledge economy uses in the Euston area. Other employment uses will be supported where they complement the knowledge economy. New developments should show how they meet the needs of the knowledge economy and how they contribute towards the continued growth and strength of the Knowledge Quarter. This should be set out in an Employment, Learning and Training Strategy (see below for details).

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

A combination of floorspace is likely to be required, including:

- Large office floorplate provision to meet larger corporate office requirements;
- Large floorplate research and development space, likely to require bespoke property types capable of accommodating laboratory, clinical and studio space;
- Business hub uses including flexible workspace, conferencing facilities and networking space;
- Space for small and medium sized businesses, with particular opportunities to provide for creative uses in existing fine grain neighbourhoods away from the Euston Station site; and
- Education floorspace, to provide space for associated teaching facilities.
- The provision of smaller spaces will form an important part of the innovation ecosystem, supporting the growth of research and development and creative industry startups. Provision for knowledge-based, innovative and creative uses could take a variety of forms, including managed affordable or incubator workspace and specialised spaces where required by specific occupiers.

Smaller business spaces could be provided where opportunities emerge in neighbourhood centres, for example in the upper floors of currently under-used spaces. This will help to build upon and reinforce local character and vibrancy, and encourage the location of creative industries who often operate from smaller spaces and mixed-use buildings and neighbourhoods.

Priority will also be given to the provision of smaller business spaces to replace existing businesses lost due to the construction of HS2, provided at initially discounted rates in new development where appropriate and feasible.

As part of the approach to promoting knowledge based, science and creative industries, this Plan seeks to promote improvements to physical connections and the quality of public realm linking Euston with key knowledge-based industries in Bloomsbury, elsewhere along Euston Road, King's Cross and Camden Town.

Economic visioning work produced in support of the Euston Area Plan (GVA, 2013 and Metro Dynamics, 2024) highlights the importance of creating a unique character, identity and vibrancy in order to generate the most economic value and opportunities for Euston. The overall development strategy for Euston Area seeks to ensure a high-quality public realm and buildings, and a mix of uses, in order to maximise opportunities at Euston.

3. Local businesses and employment opportunities

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

The level of growth identified for the Euston area provides an opportunity to address existing issues in terms of deprivation, education and unemployment around Euston. It is important to ensure that local people are able to take advantage of potential future economic and employment

opportunities at Euston. On the Euston Station site, long lead in times for development provide a particularly strong opportunity to pursue this aim. HS2 Ltd has given a commitment to using the HS2 project to maximise the creation of new apprenticeships, as well as affording opportunities to existing apprentices employed in the supply chain.

Camden Council will seek to agree measures to enable local people to access employment opportunities and suitable education and training to enable them to fill future good quality positions generated by the development in line with Local Plan policies.

Employment, Learning and Training Strategy

An Employment, Learning and Training Strategy should be produced as early as possible in the development of any proposal for the development associated with the transport infrastructure at Euston and should be submitted as part of the Euston station area masterplan. This should demonstrate how partners are working together to consider employment space across the whole site and throughout all the development stages and which sets out the high-level impact of employment space provision scenarios across the station and cutting site.

Development proposals above and around Euston Station and its environs should include measures to enable local people to access employment opportunities, during the operational and construction stages, following best practice at the King's Cross Central development and elsewhere, including provision for:

- *Construction training for local residents:* given the scale of development potential at Euston, the Council secured funding from HS2 to transfer the Kings Cross Construction Training Centre to the new Euston Skills Centre at Starcross Yard as a temporary use. Skills mapping and forecasting related to construction and other sectors should be continually reviewed to maximise opportunities that this facility creates.
- *Skills training for local residents:* This should help local residents to access end user jobs created by development at Euston. A key priority will be providing apprenticeship opportunities for young people and employer and employment focused training
- *Provision of apprenticeships and locally targeted recruitment:* including opportunities in the creative, digital and scientific sectors for young people from underrepresented backgrounds
- *Job brokerage:* a dedicated, demand-led skills and recruitment centre to help local people access the range of end user jobs to be provided in the new development. This could include funding for suitable space from which the service would operate and ongoing recruitment activity on behalf of local employers, the Development Partner and the Council. The service would also provide appropriate training and career progression support. A strategy for the service's continued sustainability should be agreed with officers.
- *Delivering education, skills and training programmes for local schools and the local community to increase the knowledge of and interest in science and support careers in these fields;*
- *Engaging and building links with local stakeholders and communities* in advance of and throughout the period of occupation, including any change in occupier;
- *Providing incubator space and support for local start-ups and SMEs and*
- *Coordinating and collaborating with other businesses and organisations in the Knowledge Quarter to explore synergies and maximise the impact of the above activities.*

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

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

Affordable Workspace

Affordable workspace should be provided in line with the London and Local Plan policy and guidance which allows for a flexible approach and the impact of scheme viability. At Euston, it should address the specific needs of Euston and the Knowledge Economy as required, which could include addressing the lack of business accelerators, move on space and sector specific facilities such as wet labs. Light industrial production and maker spaces may also be appropriate. Developers should consult the Camden Planning Guidance on Employment Sites and Business Premises for further guidance on delivering affordable workspace.

As outlined in the Local Plan, the Council will consider alternative suggestions and models for providing affordable workspaces, provided that local needs as assessed by the Council, are met.

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

Retail, Leisure and Culture

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

1. Distribution of retail and leisure uses

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

It is anticipated that in the region of 20,000 sqm retail could be provided at Euston largely focused around and within the station, based on updated retail analysis, further work in relation to the development potential of Euston Station, the creation of a mixed and vibrant place and apparent built constraints affecting the station site.

This figure would deliver net growth of up to 16,450 sqm of retail, food and beverage uses, as well as the re-provision of around 3,550 sqm of existing retail at Euston Station and would help to meet latent demand for additional retail provision at the station based on the current passenger numbers. Although this indicative figure does not necessarily represent a fixed limit on potential retail growth at Euston, the provision of further additional retail would require very careful consideration taking into account impacts on surrounding centres as well as the contribution made to wider objectives and policies in this plan.

The updating of this section has been informed by the Retail Planning Issues report prepared by Avison Young for the London

Borough of Camden in 2022 and takes into account changes to government legislation, the revised number of new jobs and homes to be provided at Euston and forecasts in convenience and comparison goods expenditure. The delivery of retail provision should therefore be phased appropriately. If there is a significant change to any of these factors, it may be necessary to consider retail provision proportionality.

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

It is anticipated that a significant proportion of the overall retail provision (at least 5,000 sqm) could serve Euston Station passengers only, based on current passenger numbers, and would be predominantly food and drink led with ancillary convenience and comparison retail. This level of provision would maintain the current role and function of Euston Station retail, and would have a limited impact on neighbouring centres. Retail provision over and above this level could change the role of the Station area, and a Retail Impact Assessment would therefore be required to assess potential impacts on other centres both within and outside the Euston Area Plan boundary, taking into account additional retail demand created by additional passenger numbers. Please see section 4 for further details.

2. Type and form of new retail and leisure provision

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

New growth and development should ensure that new uses, including retail, serve to complement and reinforce existing centres.

Key elements of the approach to retail provision are:

- Euston Station site: new retail inside the station is likely to focus on serving the demands of commuter passengers, although it should consider a more diverse shopping audience too; retail above the station and on its outward facing boundaries should provide wider diversity, tailored to the needs of the local community as well as visitors. It should contribute to the creation of vibrant streets and public realm;
- Euston Road Central London Frontage: additional ground floor retail where opportunities emerge;
- Drummond Street: Protect and enhance its specialist character and role as a centre for ethnic shops and restaurants particularly through measures to support the continued operation of these businesses during and after the construction of HS2;
- Eversholt Street (south and north) and Chalton Street: Improve the character, vibrancy and vitality of these centres by building on opportunities created by change, growth and development in the area;
- Southern Eversholt Street: reinforce the neighbourhood centre by introducing retail and food/beverage along the west side of the street (Euston Station side);
- Robert Street: Encourage active ground floor uses and potential additional trade resulting from growth and development at Euston Station.

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

3.2 LAND USE STRATEGY

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

It is important that the new and replacement retail offer meets the needs of local residents. Some residents have cited a need for local convenience provision, including a supermarket in an accessible location with a wide-ranging offer, this should be explored.

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

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

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

Culture

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

Cultural facilities should be appropriately located with priority for location in commercially focused areas to add dynamism and people to these areas.

Such uses would contribute to the creation of a democratic place that is openly accessible and welcoming to all. It will be important that these uses are delivered from the first phase of development to help create a sense of place. For example, assembly and conferencing space is also needed to support information sharing and engagement among Knowledge Economy organisations. Any assembly/conferencing space should be part of a strategically conceived cultural proposal and have a dynamic, public-facing, all-day and all-week function serving multiple audiences, including Euston area residents.

Retail, Leisure and Cultural Strategy

This should demonstrate how partners are working together to consider retail and leisure, and cultural provision across the whole site and throughout all the development stages and which sets out the high-level impact of all potential retail, cultural and leisure provision scenarios across the station and cutting site.

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

- Make adequate provision over all phases of Euston's development which is consistent with relevant planning policy, including the Local Plan and EAP;
- Ensure a diverse mix of establishments, ranging in size and type, including more affordable options, independent businesses, services, cultural facilities and food and drink venues;
- Include local establishments that serve and are located near existing residents as well as new homes. Residents have cited a need for local convenience provision including a supermarket in an accessible location with a wide-ranging offer; the need for a supermarket should be further assessed;
- Support the objectives of Camden's Evening and Night Time Strategy;
- Set out how the cultural offer at Euston will be conceived and allowed to develop over time. It is expected that the Strategy will be informed by Camden's Cultural Framework and that the applicant will work with Camden officers to determine what would be an acceptable Strategy;
- Complementing the scale and character of the Euston Growth Area and should not cause harm to nearby centres. Particular consideration should be given to the protection and enhancement of Euston's neighbourhood centres and the unique characteristics of Drummond Street;
- Support the provision of affordable retail space and other commercial units. Further discussion with the Council about how this is best provided will be needed; and
- Support delivery consolidation and ensuring retail is convenient for people who want to walk, cycle and take public transport.
- Create dynamic and engaging street environments by:
 - Being of a scale and character that is appropriate to the local context;
 - Ensuring the use of attractive and varying treatments;
 - Including uses that promote interest and animation visible from the street;
 - Having a scale and fine-grained rhythm of shopfronts that create diversity and make the streets desirable places to visit.

Requirements for a Retail Impact Assessment

Proposals for retail in Euston that exceed the amount of floorspace set out in the EAP should be supported by a Retail Impact Assessment to ensure that the proposed provision will not cause harm to existing centres. At a minimum, the Retail Impact Assessment must include:

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

Social Infrastructure

1. Mitigating the impacts of HS2

Appropriate provision includes:

- Through the assurances given during the passage of the HS2 hybrid Bill, the Secretary of State committed to providing permanent replacement open space and play space as part of the HS2 scheme. Funding was also provided to LBC by the Secretary of State to mitigate the loss of open space during the construction of HS2; this funding has been used to enhance existing open spaces in the local area and make other improvements.

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

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

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

New development in the Euston area would need to be supported by appropriate provision of healthcare facilities in line with policies in the Local Plan. The Euston Area Plan team will continue to work with the NHS to consider the implications of anticipated housing and employment growth for the provision of health infrastructure. This includes requiring developer contributions on major housing developments to help fund the demand on health infrastructure. The integrated hub model is deemed to be the most efficient way to deliver additional activities and roles.

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

Community Strategy

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

- Identifying local priorities for community facilities, and should be developed in conjunction with the local community and Council Officers;
- Where appropriate provision for new facilities that are purposely designed and configured to optimally meet their community function. Spaces should be flexible and managed to promote shared ownership and rotated use among a diversity of local groups;
- Measures which promote activities and opportunities for social involvement which can support social cohesion, encourage healthy lifestyles, provide access to nature and ecology, education, volunteering, access to services, use of play and community facilities and other relevant opportunities provided by the development
- Opportunities for commercial tenants to engage in volunteering and community-based activities;
- Support to local community organisations to promote financial self-sufficiency and training to include a social enterprise element of their programmes to generate income; and

- Where appropriate, set up or contribute to a bespoke community fund with appropriate management to meet the above aims and ensure sustained provision of community facilities and services. A community fund structure that has been successful is Regent's Place.

Delivery

Delivery information for social infrastructure referred to in this section is set out in detail in chapter 4, Places and also summarised on a site by site/project basis in Appendix 2 in the delivery plans summary table.

Meanwhile Uses

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

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

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

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

Meanwhile Use Strategy

Given the long timescales involved in the Euston station area masterplan, it must embrace opportunities to deliver meanwhile uses across the site, and support and empower local communities/businesses to co-create these. Meanwhile uses should offer the opportunity to test out creative concepts and uses utilising local skills and knowledge which could inform the final development.

The meanwhile use strategy should address the priorities that matter most to local people, working with local communities and delivering meanwhile-use projects that illustrate, and will help deliver, Euston's potential. It should consider how meanwhile uses can be used to support and integrate phasing where necessary.

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

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

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

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

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

3.2 LAND USE STRATEGY

Health and Well-being

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

The successful delivery of all of these elements is essential to making Euston a thriving place for all community members from childhood to old age, and should be planned for in all construction stages and operation.

Providing for all ages

Designs should be developed with people of all ages in mind - including how they will travel, play, socialise, and interact to support a positive communal environment as well as physical and mental health.

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

Employers who establish in Euston will be expected to take guidance from the recommendations of the report of the Camden STEAM (Science, Technology, Engineering, Arts and Maths) Commission to provide meaningful skills development and work opportunities for young people.

- They should have regard to and input into other Euston specific skills and

education strategies to build and develop skills which seek to meet the needs of future occupiers and support the local population to access job opportunities and training. Development should deliver a coordinated programme of creative, digital and scientific learning specifically drawing on the organisations in Euston and the needs of the area's children and youth;

- Proposals should take guidance from the recommendations of the Youth Safety Task Force to develop youth facilities and programmes that reach young people during and outside of school hours; and
- Development should provide space that meets the needs of children and young people of all ages – play areas for younger children and safe, functional social spaces for young men and women. Development should deliver space for young people that they know is their own and engenders a sense of belonging. In order to achieve this, proposals should set out a plan for co-designing spaces with local young people.

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

- Create an environment with convenient and legible connections with accessible routes to shops, open spaces, schools, social spaces, support services and other community facilities. Connections through and across the station are essential to achieving this. Based on the availability of funding for community programming and a further assessment of need, support existing organisations serving older adults in Camden and consider promoting intergenerational programming. On the success of existing initiatives in Camden, the Council is seeking opportunities to connect children to older community members.

Development should consider the provision of areas for families, children, young people, and older people to socialise, play, and gather, especially outdoors.

Safety and Security

Engagement with local communities has highlighted longstanding concerns, about crime and anti-social behaviour. Feeling unsafe actively works against a sense of community and particular concerns have been reported by women and girls.

In line with Local Plan policy, all development will need to incorporate measures which support Euston as a place that is safe, secure and inclusive. This includes a robust approach to both design of development to minimise future potential for anti-social behaviour (including potential displacement from the masterplan area), and in terms of the construction method, ensuring overlooking, rights of way, adequate lighting and ease of wayfinding are considered. Opportunities to work with the more vulnerable members of the community to encourage more inclusive and safe designs of public spaces should be fully explored.

Development must demonstrate:

- The highest quality design and delivery of buildings, open space and public realm;
- Active frontages and good street lighting;
- Clear sightlines and unobscured routes and buildings access;
- Maximisation of natural surveillance;
- Pedestrian-centred street network and public realm;
- Security measures for HS2 and TfL assets should be minimised within the public realm and integrated into building design as a first preference; and

- Security measures that are obtrusive or overwhelm the public realm will not be accepted. Any security structures or monitoring must not detract from the public's ability to access or enjoy the space.
- A site-wide approach to community safety, security and maintenance of the
- Public realm which should be managed in line with the Mayor's Public London Charter.

Inclusive Growth and Delivering Social Value

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

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

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

3.3 Design Strategy

Relevant objectives:

2. Securing excellent design
3. Making the best use of new space
4. New streets and enhanced routes
8. Promoting sustainable and active travel

Strategic Principle EAP 2: Design

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

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

- Improving connectivity by enhancing existing and providing new east-west and north-south links, reinstating some of the historic Euston area street pattern and improving wayfinding;
- Transforming the public realm through improvements to streets and the buildings that front them;
- Creating an integrated piece of city that sets a world-leading standard for low carbon design and sustainable living;
- Providing uses that create interest and activity along key streets to enliven streetscapes and make them attractive and safe routes;
- Creating a coherent green network of new and improved routes, open spaces and squares which connects with London's wider network of open spaces;
- Ensuring that development is of the highest architectural quality;
- Ensuring that all buildings and places are inclusively designed and useable by all to promote equality of opportunity;
- Responds in a manner that respects the scale and character of existing buildings, context and local views;
- Ensuring that development proposals take account of LVMF policy in relation to the designated Protected Vistas that cross the EAP area.
- Preserving or enhancing heritage assets and their settings that are sensitive to change;

3.3 DESIGN STRATEGY

- Ensuring high quality station design and a comprehensive and co-ordinated approach to above-station development across both stations;

C: Commercial buildings should be designed:

- In a way that fosters an environment of inclusivity and collaboration between different Knowledge Quarter users and their local communities
- Flexibly to support future reconfiguration for different activities and uses (e.g. offices to laboratories) and where possible include flexible floorplates, plant room and mechanical and electrical systems that would futureproof the change of uses.

D: Tall buildings at Euston should be designed in accordance with London Plan and Local Plan policies. This includes that they must be of both exceptional architectural quality and exemplary in terms of sustainable and low-carbon design in order to minimise their visual and environmental impact, demonstrating this through independent design review.

E: The designated strategic viewing corridors will limit development heights in the Euston area. In accordance with the Camden Local Plan Submission Draft, tall buildings are defined as buildings which are over 40 metres in height in the Central Activities Zone and over 30 metres elsewhere. Locations appropriate for buildings above these thresholds are indicated in Figure 3.4, subject to design, heritage, policy and local view considerations.

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

Figure 3.3 Design Strategy – Key interventions illustrated showing the potential for new streets or routes*



*Ground level routes across the station would be preferable although where this is not possible, routes at upper levels above the station could be explored.

3.3 DESIGN STRATEGY

Comprehensive station design and integrated development around and above the stations

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

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

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

Any new development above or around the stations should be designed to be well-integrated into the urban realm and provide publicly accessible new places for the new communities as well as existing wider communities to use. Should space on the roof be required to support the operation of the stations, such as for plant, servicing, other infrastructure, or glazing, these elements should be considered as part of the overall design and masterplan and not have a detrimental impact on the usability or quality of space on the roof.

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

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

Improved connectivity and transforming the public realm

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

While ground-level streets across the station site would best meet the objective of improved permeability, some desired routes would need to be provided at upper levels above the station or through the station concourse if the Network Rail station is retained at its current level and footprint. The new routes should form a continuation of the existing street network and should be designed to appear and feel like streets, including being open to the sky, being of the highest urban design quality, and being open to the public 24 hours a day throughout the year. All relevant stakeholders should coordinate the creation of new routes to ensure their earliest possible opening, working around development plots and construction phasing, and finding interim solutions where necessary.

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

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

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

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

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

3.3 DESIGN STRATEGY

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

Active frontages along key streets and routes

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

Opportunities should also be taken to provide more active frontages where sites and buildings currently fail to address the street, both in terms of improved building design and, where appropriate, more active land uses that generate additional activity, overlooking of the street and increased safety. The provision of more active uses around the perimeter of Euston Station is a particular priority and along new routes, whether at ground or upper levels. Other priorities for the creation of active frontages and uses are highlighted for each sub area in Section 4.

Building heights, massing and scale

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

In accordance with the Camden Local Plan Submission Draft, tall buildings are defined as buildings which are over 40 metres in height in the Central Activities Zone and over 30 metres elsewhere. Proposals for tall buildings will be assessed against the London Plan and Camden Local Plan tall buildings policies.

The EAP site is constrained by Protected Vistas identified in the London View Management Framework (LVMF), comprising Landmark Viewing Corridors of London Panoramas: 2A.1 (Parliament Hill summit to St Paul's Cathedral), 2B.1 (Parliament Hill east of the summit to Palace of Westminster), and 4A.1 (Primrose Hill to St. Paul's Cathedral); and Wider Setting Consultation Areas (background) of London Panoramas 5A.2 (Greenwich Park to St Paul's Cathedral) and 6A.1 (Blackheath Point to St Paul's Cathedral).

General heights that may be appropriate for new development are illustrated in figure 3.4. and are based on an analysis of the surrounding built context and modelling. The general heights shown would allow development that does not encroach into Protected Vistas (Landmark Viewing Corridor and Wider Setting Consultation Areas) identified in the London View Management Framework SPG. However, there may be impacts on local heritage assets, local views and context which would need to be addressed (please see Appendix 3 of the EAP Background Report for further detail).

Figure 3.4 and the following paragraphs provide guidance on locations that may be suitable for tall buildings, based on initial testing to date. Precise locations and heights for tall buildings will be the subject of a full and proper testing process through detailed masterplanning work and an assessment of impact in line with London Plan policy, site constraints and other factors including legibility, sunlight and daylight. It is noted that careful siting, massing and detailed design informed by site specific analysis may demonstrate that different heights in some locations could achieve compliance with London Plan and LVMF policy. The Viewing Corridors and associated Wider Setting Consultation Areas of View 5A.2 and 6A.1 identified in the March 2012 LVMF indicate a height threshold of approximately up to 30 metres high from ground level. This equates to between 53 metres and 54.2 metres AOD, depending on the ground level which varies across the plan area.

Following assessment and testing of views, it has been established that building heights may go up to approximately 38m without extending over the existing built skyline or

natural horizon ridge, preserving a viewer's ability to recognise and appreciate the strategically important landmarks.

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

There could also be development potential for a tall building at the south-west corner of the station (indicative appropriate height 55 metres above ground level / 79m AOD) on the site of the now demolished One Euston Square. Development in this location could also provide further opportunities for locations for tall buildings in the shadow of St Paul's as identified in Figure 3.4. Proposals for tall buildings should meet the requirements of London Plan and LVMF policies.

Outside the Central Activities Zone, development potential for taller buildings over 30m in height is shown in Fig 3.4.

3.3 DESIGN STRATEGY

The general height that may be appropriate for new development in the south-west part of the Cuttings and to the north of the Regent's Park Estate is 20-33 metres (6-10 storeys). Development at the upper end of the indicative height range (33 metres/10 residential storeys which equates to between 57m and 80m AOD) would qualify as a tall building and would need to demonstrate compliance with Tall Building policy.

To the east of Park Village East and adjacent to the railway, there is potential for tall buildings up to approximately 38 metres high (12 storeys), which equates to between 51 meters and 84 metres AOD. The design of such development should take account of the setting of nearby heritage assets and seek to make a positive contribution to local views.

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

A detailed view assessment should be conducted using Accurate Visual Representation (AVR) that shows location of the proposed development and also illustrates the degree to which the development will be visible, its detailed form and the proposed use of materials. It should demonstrate that the proposal does not unacceptably impact, and seeks to make

a positive contribution to, strategic and local views (including views from adjoining boroughs, such as those from Regent's Park and views identified in the EAP Background Report), the character of the surrounding area including the settings of heritage assets (see Historic England Guidance on the Setting of Heritage Assets, 2017), and that it contributes positively to the London skyline. A taller building to the north-east of the station (as shown in location B in figure 3.4) would need to be less than 60 metres tall from approximate ground level (which equates to between 82 metres AOD and 84 metres AOD) to not affect the setting of, and views within and of, nationally important heritage assets including Regent's Park and Chester Terrace. Likewise, tall buildings in other areas identified in figure 3.4 (such as Regent's Park Estate and Maria Fidelis) would need to consider potential impacts on the setting of these heritage assets.

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

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

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

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

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

Where a tall building is proposed near other existing or proposed tall buildings, the relationship between these buildings should

be carefully considered. Any clustering of tall buildings should be carefully managed, coordinated and defined through the design process and in design codes. Negative cumulative impacts of tall buildings, including on views, public realm, microclimate and amenity of neighbouring properties, should be minimised.

3.3 DESIGN STRATEGY

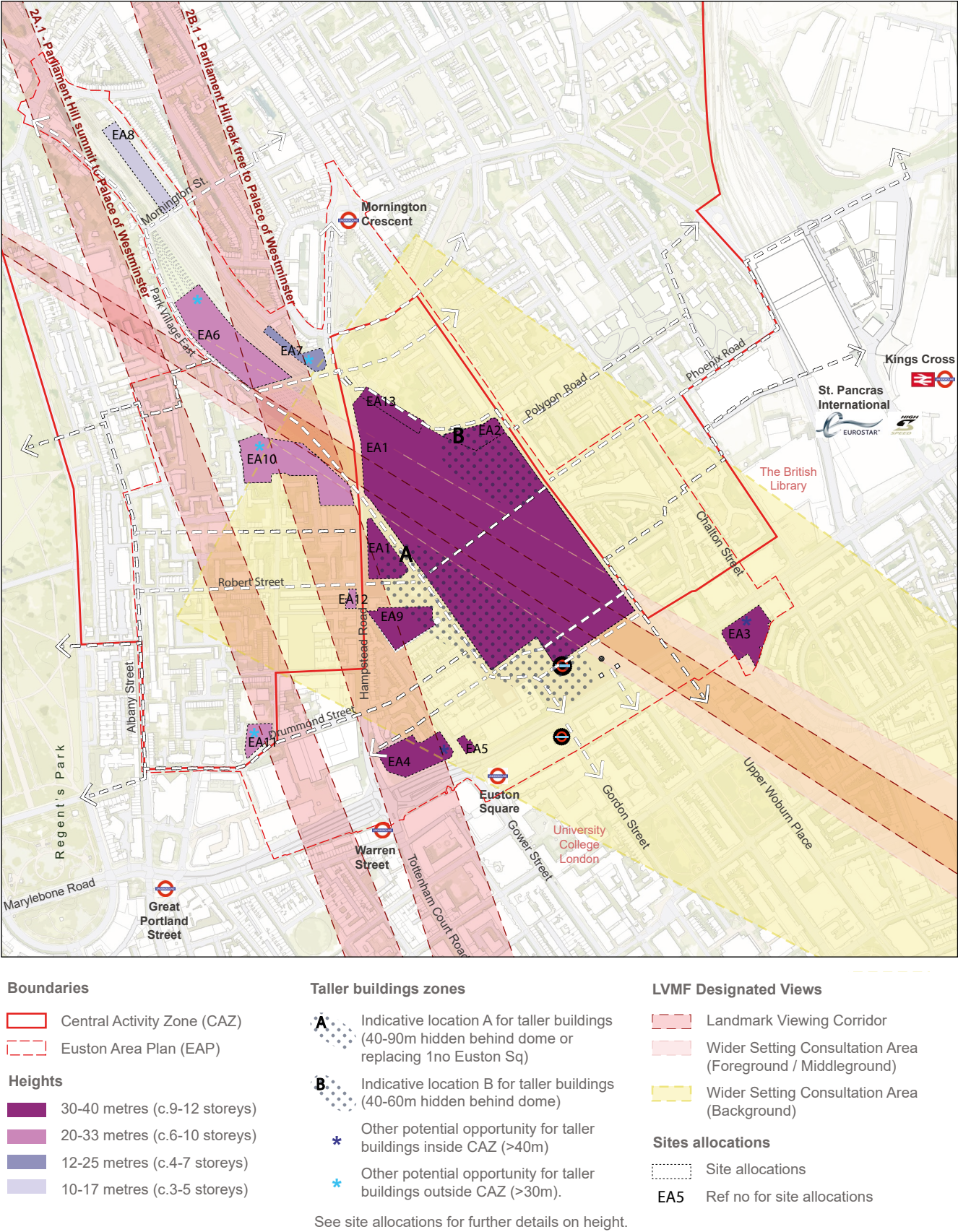


Figure 3.4 Illustrative masterplan to show potential general building heights and Protected Vistas; these are indicative only, and are assuming storey heights from an average ground level

Protecting the amenity of residents

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

Conserving and enhancing heritage assets

The London Borough of Camden will seek to ensure that new development in the Euston area is of excellent design quality and complements local character and scale whilst making the best possible use of land.

The Euston area contains a wide variety of heritage assets including designated assets such as conservation areas and listed buildings as well as non-designated assets like the fine-grained historic terraces around Drummond Street and west Somers Town. These heritage assets play an important role in creating sense of place and development must preserve or enhance these assets through appropriate layout, scale and detailed design. Opportunities should be taken to enhance the historic character of the area through sensitive refurbishment of historic assets and new development and to bring forward public realm works that enhance their setting. Key heritage assets and issues, including areas of sensitivity and opportunities to enhance historic character, are identified for each sub area in Section 4 of this document.

Designing inclusive spaces that promote collaboration and interaction

Key to the continued attractiveness and success of Euston is the quality, vibrancy, and distinctiveness of the place, one that it is open, accessible, and inclusive to all. Developments should be designed to promote access and inclusion and improved health and well-being, in line with policies in the Local Plan. The quality of place is also important to help support interaction, collaboration and innovation not just in offices and academic spaces, but in public spaces, parks, leisure facilities, and cafes.

Commercial buildings should encourage collaboration and connectedness by maximising the openness and permeability of new buildings and by avoiding closed campus-style developments. They should ensure that opportunities to enable wider public access to facilities intended to serve the development, like lobby spaces, roof gardens, cafes, and gyms, are maximised;

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

Delivering flexible workspaces

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

3.3 DESIGN STRATEGY

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

Design Codes

A comprehensive Design Code should be prepared for the Camden Cutting and Euston Station and Tracks character areas with reference to and inclusion of additional character areas where appropriate. These areas should be considered holistically to ensure that the delivery of development is in line with the vision and objectives for Euston.

The process of developing the Design Codes should be led by the developer in conjunction with the Council and stakeholders. It should be based on effective engagement with local communities about its content to provide greater certainty for the local community about the design of the development and to ensure meaningful engagement throughout the design and planning process. The Codes should be prepared and submitted as part of any outline planning application and should reflect and relate to the wider suite of control documents submitted for approval. The Design Code will form part of the control mechanisms and conditions for future planning applications within the development area and should include a

compliance checklist or other mechanism for the purposes of assessing Reserved Matters Applications.

Design Codes are part of the planning toolset available to the local planning authority, local communities and developers to ensure that the masterplan vision defines and delivers design quality. They are expected to go through independent design review process undertaken by a panel appointed by the Local Planning Authority.

The primary purpose of the Design Code is to:

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

3.4 Transport Strategy

Relevant objectives:

4. New and enhanced walking and cycling routes through and around the station and tracks
7. Improving the environment along Euston Road
8. Promoting sustainable and active travel
9. Enhancing public transport

Strategic Principle EAP 3: Transport

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

- Providing for the effective and sustainable movement of people, with the vast majority of onward journeys to and from Euston made by walking, cycling and public transport
- Delivering an inclusive transport system and streets that are accessible for all
- Adopting a Healthy Streets approach to the design of streets
- Transforming streets and places to enable an increase in walking and cycling
- Providing the new facilities needed to accommodate increased travel demand within the station site to mitigate impacts on the public highway. These facilities should be designed with regard to Camden's Road User Hierarchy and evidence of optioneering for on-site options should be given where it is proposed that facilities would be provided offsite.
- Reducing and mitigating the impact of general motor traffic and transport-based emissions and noise, to create a safer and more pleasant environment and to make essential motor vehicle journeys, such as those made by public buses, more efficient in Euston
- Providing new east-west links across the station and tracks for pedestrians and cyclists.
- Creating a plan for buses that integrates with other key modes, with regard to protecting bus journey times and Camden's Road User Hierarchy
- Creating interchange facilities for buses and taxis that are both efficient, accessible and integrate seamlessly with the development, that have regard to Camden's Road User Hierarchy and enhance the public realm

3.4 TRANSPORT STRATEGY

- Leveraging opportunities for new and emerging mobility to contribute to achieving healthy streets objectives

B: Key measures to address existing transport issues, support increased travel demand and growth from HS2 and the development, including development led by Network Rail, TfL and property development partners;

- Measures to promote walking and cycling, reduce the dominance of motor vehicles and encourage more sustainable motor vehicle use where essential, including:
 - New and enhanced routes for pedestrians and cyclists over and around the station and tracks (that overcome existing severance challenges and connect with the borough-wide network set out in the Camden Transport Strategy, subject to feasibility on the final station design and TfL's Strategic Cycling Analysis)
 - Pedestrian infrastructure improvements
 - Cycle infrastructure improvements
 - Shared mobility services
 - Enhanced signage and wayfinding
 - Public realm improvements, including street greening and seating
 - Measures to reduce through traffic, especially to protect residential streets, (subject to impacts on the TLRN being assessed)
- Measures to make it easier and safer to walk and cycle in and around Euston, improving road safety and decreasing the number of people killed and seriously injured in the Euston Area, including:
 - New and improved crossings
 - Junction safety improvements, including for pedestrians and cyclists, especially at those identified to have higher rates of activity as result of development and those outlined in Camden's Road Safety Action Plan
- Upgrading Euston Road, Hampstead Road and Eversholt Street. This includes creating safer pedestrian routes, more accessible bus connections and improved cycle connectivity, with consideration for physical segregation where possible. These improvements may also include measures to reduce through traffic on Eversholt Street (subject to the impacts on the TLRN being assessed). Most of these changes will be delivered through the joint TfL and Camden Euston Healthy Streets project.

- Introducing transport and public realm improvements and building on existing healthy streets measures that reduce through traffic on residential (non-TLRN or SRN) streets surrounding the station, to enable them to cope with additional flows in pedestrians and cyclists, and minimise additional private vehicle pressure on these streets.
- Enhancements to public transport infrastructure, including:
 - Improvements and new connections to London Underground (LU)'s entrances and ticket halls including to the existing ticket hall and LU services, with sufficient space/ public realm provided at entry points to accommodate large volumes of LU passengers and other pedestrians
 - Safeguarding the delivery of Crossrail 2 to ensure that it can be implemented at a later date
 - Improvements to bus facilities that meet TfL's operational and passenger requirements, while improving the environment for pedestrians and cyclists and enhancing the public realm and Euston Square Gardens.
 - Taxi provision to meet the needs of station users, including passengers with reduced mobility, within the station site, without over providing for this mode.
 - Management of private hire vehicle (PHV) movements through an exclusion zone and / or a limited 'drop-off facility, ideally within the station site, designed in alignment with Camden's Road User Hierarchy
 - Management strategies for both taxis and PHVs which considers cumulative impacts and how they interact.
- Sustainable freight modes and methods to be prioritised across the Euston Station Masterplan area to minimise the impacts of freight through consolidation, reduction, remodelling and retiming of deliveries.

C: Where appropriate, developments will be required to contribute towards the measures set out above, in addition to those provided by HS2. In line with draft Local Plan policies, development will also be expected to be car-free although it may still generate some demand from private vehicles, including from visitors and freight.

An illustration of the measures that are needed to deliver the strategic vision for transport in Euston are set out in the illustrative transport strategy masterplan, shown in Figure 3.5. More detail on the proposed measures are provided below and in the Places Chapter for the station and tracks in Section 4. Future development proposals should consider what road network changes might need to be implemented to improve conditions for pedestrians, cyclists and bus journey times and will be expected to contribute towards these.

3.4 TRANSPORT STRATEGY



Figure 3.5 Transport Strategy illustrative masterplan

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

All transport and public realm measures proposed within the Euston Area will need to be developed in accordance with the wider policy vision and enable delivery of the objectives of:

- The Mayor's Transport Strategy
- Camden's Transport Strategy and supporting action plans (which include Camden's Road User Hierarchy)
- TfL's Healthy Streets Approach
- Camden's Climate Action Plan
- TfL's Bus Action Plan
- TfL's Interchange Best Practice
- TfL's Streets Toolkit Guidance Documents
- Camden's Freight and Servicing Action Plan

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

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

Camden's Road User Hierarchy should be used to help make design decisions where there are competing priorities.

Both the Mayor and Camden's Transport Strategies emphasise the vital role of transport and public space in reducing health inequalities. The Mayor has established a people-centred Healthy Streets framework for assessing the quality of the street environment based on 10 indicators, which focus on public health outcomes and the human experience. This framework should underpin and inform all transport and place making proposals developed on streets and the public realm in and around Euston to ensure streets in Euston are delivering positive, public health outcomes, such as cleaner air and encouraging more people to travel by active and sustainable modes, in line with the Euston Healthy Streets vision.

All new highways proposals should have regard to the above policy. Euston has a poor road safety record with high rates of collisions resulting in people being killed or seriously injured. New measures should have regard to actions previously set out in Camden's Road Safety Action Plan in particular, to drive down the number of collisions and mitigate against increased risk from more people, especially pedestrians, using the area.

Promoting Walking and Cycling

Additional rail passenger numbers from HS2 and growth in passengers generally will generate significant additional trips to and from Euston. Camden and TfL want to encourage and enable more passengers to travel to and from Euston by walking and cycling. As such, it is essential to ensure high-quality walking and cycling infrastructure is provided through and around the Euston Station Masterplan area to make these journeys easier and safer. This includes reallocating kerb-side space away from general traffic to prioritise and provide for more sustainable and active modes of travel. Where there are competing modes of transport the Council will have regard to its Road User Hierarchy as set out above.

Promoting walking and cycling for local trips in the wider area that are not related to the redevelopment of Euston and shorter trips to and from Euston is essential for reducing pressure on existing and new public transport infrastructure. It will also reduce journeys and emissions made by general traffic, improve health and well-being and allow sustainable onward movement of both rail and bus passengers and people who live, work, visit and/ or travel through Euston.

Related public realm improvement projects also offer a unique opportunity to address long standing accessibility and public realm issues in the Euston area. They could also significantly enhance connections to key surrounding destinations and attractors.

Overall, walking and cycling measures should encourage sustainable travel, improve connectivity and overcome existing severance challenges within the Euston area (such as across Euston Road and the station site). Connectivity to the wider area should also be improved, including north

towards Camden Town and south towards Bloomsbury and the River Thames.

Walking and cycling mode-share targets

It is anticipated that the majority of journeys to and from the Euston Station Masterplan area and within the wider EAP area will be made on foot, by bicycle and using public transport. For journeys up to 2km, it is expected that over 90% of these would be made by sustainable modes, including over 50% of all journeys in this category being made by walking and cycling. There is potential to further increase this share through active travel infrastructure and wayfinding improvements. For journeys between 2 and 10km, it is anticipated that around 80% of these journeys would be made by public transport and around 15% would be made by bicycle. For journeys over 10km, it is expected that over 95% of these journeys will be made by public transport.

Clear, accessible and connected walking routes

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

- Improved and new pedestrian crossing facilities, including raised crossing points, shorter crossings, single signal stage crossings and pedestrian countdown facilities, to build on existing crossing upgrade initiatives by Camden and TfL
- Consistent wayfinding, including Legible London wayfinding and wayfinding suitable for visually impaired people
- De-cluttering of footways, including removal of surplus street furniture and guard-rail fencing as appropriate

- Widened pavements and continuous footways over junctions with unsignalised side roads
- Urban greening, in particular tree planting where underlying utilities and infrastructure allow
- Improved safety and legibility for all users, particularly in locations where a high number of collisions have been identified.
- Traffic restrictions on some minor and residential streets to enable a low-traffic walking and cycling-friendly environment, including in some cases pedestrianisation, subject to impacts on the TLRN being assessed
- Improve existing and provide new pedestrian crossings, and de-clutter and widen footways across and along Euston Road, Eversholt Street and Hampstead Road. The locations of the most pressing pedestrian improvements on Euston Road are shown in Figure 3.5, in order to significantly enhance pedestrian movement and safety. Key locations that are expected to see the highest increases in pedestrian footfall are to the south and east of the stations (including Euston Square Gardens and Upper Woburn Place), the southern end of Eversholt Street between Doric Way and Grafton Place, and the northern end of Gordon Street.

Opportunities to improve walking routes are indicated in Figure 3.5 and include:

- New links across the Euston Station Masterplan area connecting Drummond Street and Doric Way, Robert Street and Phoenix Road, Varndell Street and Polygon Road, Granby Terrace to Barnby Street, and Euston Street to Lancing Street. There may be design limitations in Euston Station which result in fewer over station routes being delivered. However, delivery of these routes remains an EAP aspiration and it is expected that alternative connections would be sought that are as direct as possible. The connection between Robert Street and Phoenix Road is considered a priority for routes above the station. This should be delivered alongside the long-term development opportunity of the Network Rail parcel deck. Where feasible, facilities for cycling should be enhanced on these links.
- Through traffic restrictions at the northern end of Gordon Street (between the junctions with Euston Road and Endsleigh Gardens), and at the southern end of Eversholt Street, Cobourg Street and Granby Terrace Bridge (traffic modelling would be required)
- Improvements to footways around the new underground entrance on Gordon Street (if it is delivered), to accommodate increases in pedestrian numbers
- Proposed new underground link between Euston Station and Euston Square London Underground stations

3.4 TRANSPORT STRATEGY

- Significantly enhanced surface crossing facilities on Euston Road; if the underground link is not delivered, these would offer an alternative crossing and would likely need to accommodate greater demand. The areas that are expected to see the greatest increase in pedestrian pressure and would therefore require the most significant upgrades include the Gordon Street / Melton Street / Euston Road and the Upper Woburn Place / Euston Square / Euston Road junctions. These crossings should also accommodate cycle crossing movements if these are not catered to within redesigned junctions.
- Enhanced north-south and east-west pedestrian and cycle connections in the Camden Cutting area, particularly that between Barnby Street and Granby Terrace Bridge
- Enhanced east-west connectivity across the wider area, including between Euston and St Pancras International stations in the southern part of the Euston Station Masterplan area.

The detail of proposed improvements to road crossings are being identified through the Euston Healthy Streets workstream and some improvements are already being delivered. These may include changes such as: converting staggered crossings to direct crossings, widening of existing crossings, shortening of crossing distances, providing more crossing time at signalised crossings, 'pedestrian countdown' facilities or introducing 'green man' traffic light phases or new zebra crossings where they do not exist currently.

Traffic restrictions on Gordon Street will allow space for significant improvements to the urban realm and this is also a proposed site for a new Underground Station entrance. If this entrance is to be delivered (Government's Network North paper suggests this will no longer be delivered), it should be as small as possible, minimising its impact on the public realm and pedestrian and cycle movement, while ensuring a fully accessible entrance to the underground and Euston Station.

Improved pedestrian links will connect to public realm improvements being delivered separately by Camden and TfL outside the Plan area, for example through the West End Project, Greening Phoenix Road, Somers Town Healthy School Streets and Regent's Park Area Safe & Healthy Streets projects, which will enhance connectivity, road safety and the public realm to the south, east and west of Euston.

The delivery of the new Moorfields Eye Hospital site near King's Cross may see more visually impaired patients using Euston. Designs for the new stations and new development and wayfinding should be accessibility audited with input from disabled people including visually impaired people.

Cycle routes and facilities

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

These new cycle routes will facilitate the development and implementation of the primary and secondary cycle networks in the Euston Area, that are shown in the proposed cycle network map in Camden's Cycling Action Plan. These will connect to the borough-wide cycle network and link Euston Station and new developments in Euston with the surrounding area.

TfL and the London Borough of Camden will seek to provide cycling improvements, including on the strategic and TfL road network (Euston Road, Hampstead Road and Eversholt Street). Improvements will include:

- Upgrading Euston Road, Hampstead Road and Eversholt Street (through the Euston Healthy Streets scheme), to better support cycling, alongside walking and buses, improving road safety and reducing the dominance of general traffic.
- High quality cycle infrastructure appropriate for the context of the road and designed in line with the London Cycling Design Standards (LCDS). This should include consideration of physically separated cycle lanes or tracks on the strategic routes that join up with and extend the strategic cycle network in Bloomsbury, King's Cross and Camden Town, as well as lighter touch delineation using kerbs, planting or other materials in pedestrianised or low traffic areas.
- Dedicated signals and safety improvements such as dedicated crossings and advanced stop lines for cyclists to allow for safe connections into the wider cycle network at key signalised junctions
- Safer facilities for cyclists at bus stops, including bus stop bypasses, designed in line with latest standards
- Creating a safer environment for cycling by reducing traffic volumes, especially on Eversholt Street, subject to impacts on the TLRN being assessed.
- Improving east-west cycle connectivity and safety through Euston, with consideration for physically segregated infrastructure and dedicated signals where appropriate, and improved cycle permeability through and around the Euston Station Masterplan area where feasible, including to the south of the site.
- An improved north-south route via Gordon Street, Cobourg Street and a new north-south street, including an improved crossing point for cyclists over Euston Road, at the junction with Gordon Street
- An improved north-south cycle route on Albany Street
- Measures to reduce traffic and improve cycling in the residential areas to the east and west of Euston Station, to compliment Camden's existing network of traffic filters and timed healthy school streets. This would require an assessment of impacts on the TLRN.

3.4 TRANSPORT STRATEGY

Below are example images of some of the infrastructure measures for making cycling safer and easier:



Figure 3.6 Physically separated cycle lanes (this can be done using stepped tracks – as shown in the image, kerbs or wands)



Figure 3.8 Measures to reduce motor vehicle numbers can also be used to provide more greening



Figure 3.7 Cycle bypass for cyclists at a bus stop



Figure 3.9 Separate cycle signals at junctions



Figure 3.10 Advanced stop line for cyclists

Cycle Parking & Shared Mobility

The demand for cycle parking will increase substantially with HS2 in place and therefore significantly improved, dedicated and secure off street cycle facilities and parking should be included as part of the station design. Design of cycle parking facilities should follow the London Cycling Design Standards (including for cycle parking at stations) and comply with the London Plan's cycle parking requirements. Step-free access for non-standard cycles should also be provided, this includes adaptive bikes and cargo bikes. The design of these facilities should contribute to a high quality public realm and allow pedestrian movement. Any new developments should provide cycle parking in accordance with the levels set out in the London Plan, thus ensuring that new residents and occupants of the commercial units have access to facilities separate to those at Euston Station. Any improvements to the existing National Rail station would also require an appropriate number of cycle parking spaces to be provided as part of their proposals.

The potential closure of roads to motor traffic and the creation of new traffic-free links offers the opportunity for the provision of new cycle parking stands (such as Sheffield stands), and additional docked and dockless cycle and scooter hire facilities, further enhancing cycling and scooting capacity for the area.

3.4 TRANSPORT STRATEGY

Shared facilities, such as Santander bikes, and dockless e-scooters and bikes could be integrated alongside shared cargo bikes and car clubs to create mobility hubs which would build on the existing network of mobility hubs in the Euston Area. This would improve the area's Shared Transport Accessibility Levels. These currently range between 4 and 6A (the second highest after the target score of 6B) in the south of the area, but can be as low as 0-2 in northern parts of the Regent's Park area and northern parts of Somers Town. These facilities should be located in the areas with the highest demand, using the latest technology to manage parking overspill. Private operators would need to be coordinated to service the busiest locations.

In addition, where considered necessary, and in line with Camden's Transport Strategy, car parking space may be removed and this space reallocated to infrastructure for sustainable modes, including walking and cycling as well as biodiversity and climate resilience measures. Disabled parking bays will continue to be added following requests.

The Council will continue to provide short stay cycle parking and bike hangars on residential streets within the Euston area. Cycle parking provision, both at Euston Station and on surrounding residential streets, should include provision for larger bikes, such as adapted bicycles and cargo bikes.

It is expected that new development at Euston, which is likely to further increase demand for this type of shared mobility in the area, would contribute to increasing parking capacity for these services within the Euston Station Masterplan area to enhance the area's Shared Transport Accessibility Levels, with regard to Camden's Road User

hierarchy in the design process.

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

Public Transport Infrastructure

Given the significant growth expected in Euston, improved public transport coupled with improved walking and cycling infrastructure will be required to ensure that Euston provides sufficient capacity to meet demand from increased passenger numbers (including those associated with HS2 and new development). Relevant infrastructure will need to be in place and functioning at the time required to meet demand. Public transport will also need to be easy to access and legible for communities living around Euston Station and provide a high-quality interchange for those using the station. Key public transport measures are set out below.

Enhanced Network Rail & HS2 station facilities

The redevelopment and expansion of rail services at Euston demand new and improved station infrastructure and passenger facilities as part of a comprehensive approach to the development of both the new HS2 Station and the existing Network Rail Station.

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

- To reconnect communities to the east and west of Euston Station by providing walking routes that travel east / west over, through and at the front of the development (priority routes are shown in Figure 3.5), acknowledging that this is subject to feasibility within the final station design.
- To enable the majority of onward journeys to be made by walking, cycling and public transport, through providing high quality facilities within the Euston Station Masterplan area that link into the wider walking, cycling and public transport network.
- To provide a new one-way linear bus facility in front of the Network Rail and HS2 stations, which creates a high-quality interchange facility that meets both TfL's operational and passenger requirements (including those with accessibility needs) and improves the environment for pedestrians and cyclists. This includes delivering public realm and quality of place at Euston which is commensurate with the importance of the new station interchange and the development. As such, Euston Square Gardens and its character should be retained along with access for all users.
- The delivery of a new integrated LU station entrance that is sufficiently sized to meet passenger demand, and is operationally independent from the Network Rail and HS2 stations.
- To provide suitable taxi facilities that do not impact negatively on the surrounding road networks and communities and that do not over-provide ranking, pick up and drop off space. The design of the facilities should have regard for Camden's Road User Hierarchy and should not undermine the prioritisation of walking and cycling.
- Measures to limit the impact of private hire vehicles (PHVs) on the surrounding highway network, especially on people walking, cycling and using public transport, in line with Camden's Road User Hierarchy should be implemented.

3.4 TRANSPORT STRATEGY

- As highlighted elsewhere in this plan, a redeveloped Euston Station should integrate with its surrounding area. This includes delivering appropriate entrances / exits to allow connections with the wider area, enhancements to the surrounding public realm and significant improvements to connectivity through the area.
- Improving the legibility and accessibility of the new stations, including for visually impaired passengers, to respond to the introduction of the new Moorfields Eye Hospital site.

Crossrail 2

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

London Underground facilities

Transport for London and HS2 Ltd are working to deliver new and enhanced London Underground station facilities. The redevelopment of Euston Station would require a new sub-surface link to Euston Square station, to further enhance onward dispersal on the London Underground network from Euston Station. At present, it is uncertain whether this will be delivered. The impacts of not delivering the link would need to be modelled to justify this and to determine what mitigation measures are required. Other works include:

- New connections to the London Underground (LU)'s existing Euston station

- New connections and entrances to and from Euston Square LU station.
- New connections from LU infrastructure to new HS2 Infrastructure.
- New connections from LU infrastructure to Network Rail.
- Connection between Euston and Euston Square stations to create one complex
- New ticket hall at Euston
- New passenger tunnels, lifts, escalators, and other assets required to support operations of a larger, enhanced station.
- Removal of existing LU substation and ventilation building and the provision of a new facility

Bus facilities

The redevelopment of Euston Station provides an opportunity to review and upgrade the existing bus facilities at Euston. It provides an opportunity to establish a bus facility that meets both operational needs and the needs of bus passengers, while also creating a high quality interchange that improves the public realm, facilities for pedestrians and cyclists and the setting of Euston Square Gardens.

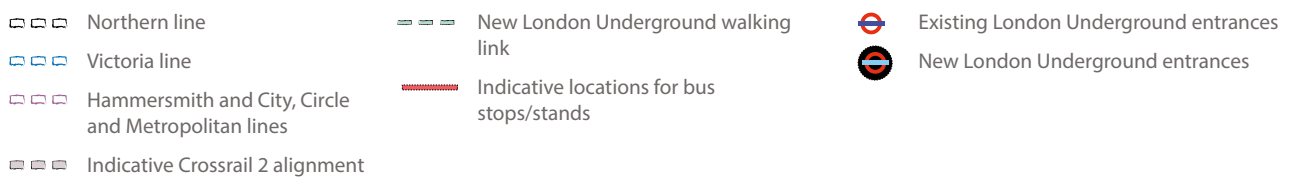
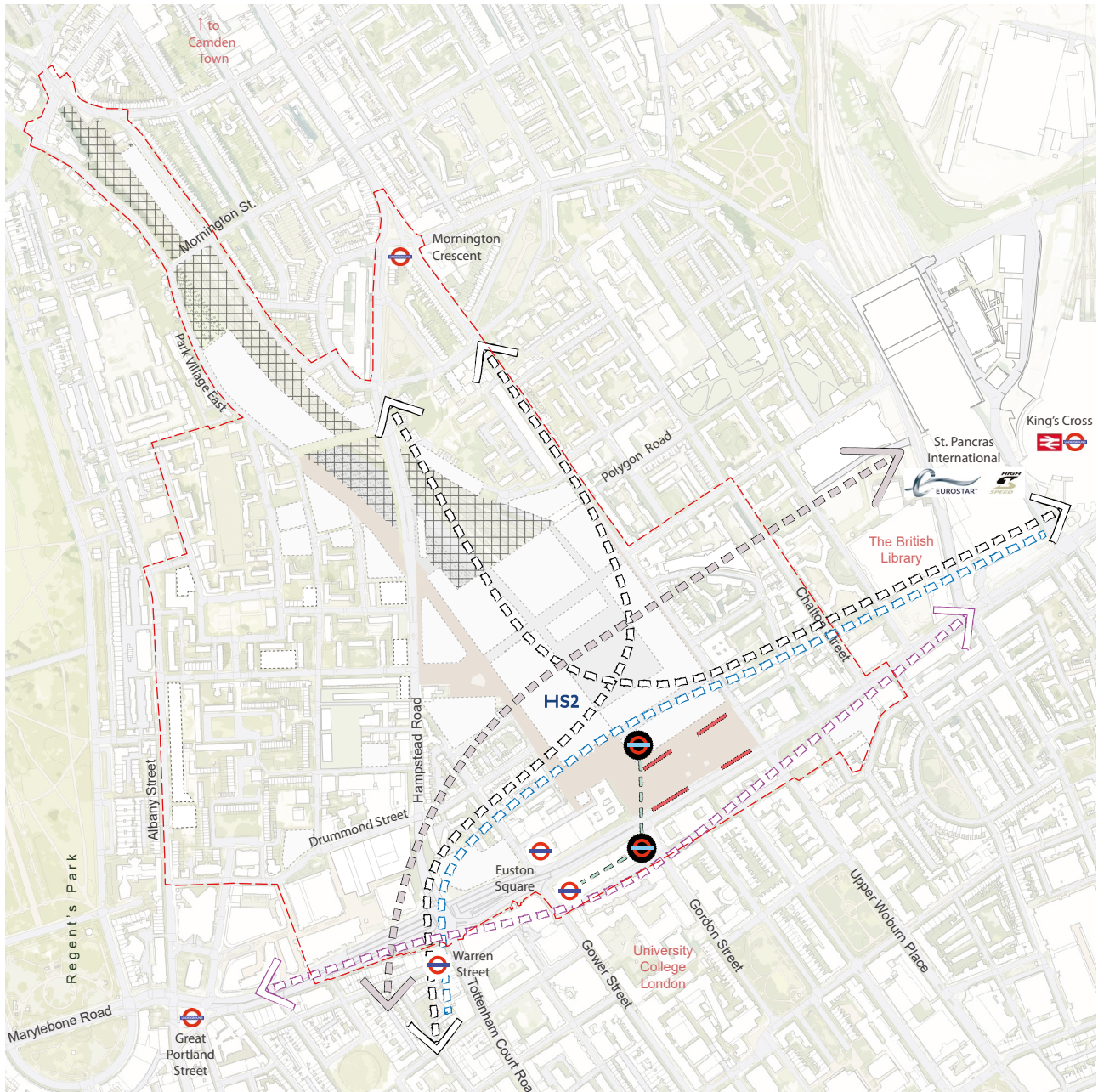


Figure 3.11 Public Transport routes and connections

3.4 TRANSPORT STRATEGY

Key requirements of the bus facilities include:

- Providing sufficient stop and stand space to accommodate an agreed level of bus operational requirements, including driver welfare facilities. Any bus standing facilities will need to be demonstrated as being operationally essential (given the existing space constraints on the delivery of this major multi-modal transport hub), and locations within the station site should be prioritised. It is acknowledged that some bus stops may need to be located on Euston Road.
- Consider the need to accommodate increased bus passenger numbers and to provide resilience for the future bus network
- An intuitive and accessible layout off the highway that meets the needs of bus passengers, as well as the needs of pedestrians and cyclists, and allows for easy interchange between bus routes and with other modes of transport. The design should acknowledge that disabled people and those within some protected characteristic subgroups, such as older people, are more likely to travel by bus.
- It should enhance legibility for all pedestrians and enable ease of movement through this part of the Euston Station Masterplan area and to other parts of the development and the surrounding road network.
- Enable and contribute towards the delivery of Euston Healthy Streets objectives. This will be achieved by providing both high quality, accessible bus facilities and safety and amenity improvements for pedestrians and cyclists.
- The overall design of bus facilities should demonstrate alignment with Camden's Road User Hierarchy and should minimise impact on the wider transport network and Camden's transport objectives for the area
- Bus facilities should not adversely impact residential areas
- Bus facilities should not adversely impact local character and heritage, such as the setting of Euston Square Gardens
- To help create a high-quality urban realm which complements the design of the transport hub (including the rail station, the bus facility, the LU station and the surrounding area), helps to transform the image of the area and contributes to the creation of a new station and development around and above the stations.
- Improve accessibility for disabled users and those with other relevant protected characteristics, by providing convenient, close, step-free access between trains and buses.
- Improve general passenger experience by upgrading shelters, including with countdown provision, better bus passenger information and through healthy streets measures that better connect passengers to and from other public and shared transport services.

A feasible bus facility proposal will need to fulfil the requirements set out above. Camden and TfL will work with HS2, Network Rail and Lendlease to achieve this. It is expected that the new bus station would have a linear format and that it would be located off highway at the front of the station along the northern edge of Euston Square Gardens. Camden's aspiration is for this facility to be one-way but the exact layout will be determined in future design stages.

Bus Priority Measures

In addition to providing an improved bus facility, the redevelopment of Euston Station and associated impacts on the surrounding road network provides an opportunity to introduce a series of measures to improve bus journey times through the area. Potential bus priority measures should be explored through the Euston Healthy Streets workstream, and be introduced where feasible, in both the construction and operational phase of development in the Euston Station Masterplan area. Measures should be designed with regard to Camden's Road User Hierarchy and other transport strategy objectives. Camden officers will work with TfL to design and implement such measures. Bus priority measures could include:

- Introducing new bus lanes along bus routes
- Improvements for buses at signalised junctions
- Lengthening bus stops

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

The redevelopment of Euston Station is an opportunity to provide safe, accessible, efficient, and well-designed taxi and private hire facilities that meet the needs of station users, especially passengers with reduced mobility. This should be achieved without over providing for these modes, adding vehicle pressure to surrounding residential streets or compromising improvements for pedestrians, cyclists and public transport users. The design of new facilities and management strategies for these modes should be informed by studies being conducted by TfL, which are ongoing at the time of writing in 2025, and any new evidence that may emerge thereafter. The number of pick-up and drop-off spaces to be provided will be agreed with TfL.

Taxi facility design

The taxi facility should be appropriately scaled and designed in line with Camden's Road User Hierarchy. Minimising the impacts of taxis and private hire vehicles on the public realm, pedestrians, cyclists, buses and quality of the environment should be a priority, given the objective of maximising the share of trips made to and from the station by sustainable modes as set out in this plan, the Camden Transport Strategy and Mayor's Transport Strategy. This will be achieved by:

- Providing for consolidated taxi ranking pick-up and drop-off on the western side of the Euston Station Masterplan area, away from residential uses, to reduce impacts on the existing and future surrounding residential communities. This should be integrated into building footprints to make the best use of land

3.4 TRANSPORT STRATEGY

- Taxi facilities should be provided within the station site as far as possible, but if this is demonstrated to not be feasible, some limited formal taxi pick-up and drop-off bays on the public highway for passengers with reduced mobility may be permitted to meet demand from Network Rail passengers, with the preferred location being on Eversholt Street south of Doric Way
- Providing ranks which reduce the risks of conflicts with other road users and should use mitigation measures to avoid over-ranking onto the public highway
- Avoiding excessive taxi movement in more sensitive areas, for example the Drummond Street/ Euston Street area and on residential streets (both to the east and west of the station) and other roads off the TLRN
- Ensuring charging technology suitable for taxi operations and other sustainable infrastructure is provided (ideally within the rank)

Management of taxis and private hire vehicles

Taxi and private hire provision will each require a separate management strategy to mitigate their impacts. These must consider the need to accommodate increased travel demand, provide an improved passenger waiting environment, manage holding and queuing, and the need to increase taxi occupancy rates. The new station design also creates an opportunity to reduce the current negative impact of informal private hire vehicle drop off and pick up on streets surrounding the station. Provision for both taxis and private hire vehicles should be

designed to support those who rely on these modes (including disabled people) and avoid detracting from design features that would encourage uptake of more sustainable alternatives. This will be achieved by:

- Developing a taxi share system with dedicated marshalling (where feasible), with an aim to increase the average taxi occupancy rates at Euston Station from 1.7 to 2.2 by 2041 and establishing secure funding and management for this
- Intuitive wayfinding to the taxi ranks or PHV pick-up or drop-off point without making these options more attractive for people who could otherwise walk, cycle or take public transport
- Making sustainable modes of transport at Euston as attractive as possible, including through provision of legible, safe and direct walking and cycling routes, as well as cycle parking and hire facilities at key gateways to the Euston Station Masterplan area
- Developing a taxi ranking, pick-up and drop-off layout that does not compromise the level of improvements that can be provided for walking, cycling and public transport
- Identifying acceptable drop-off and pick-up locations for PHVs. This may include some limited designated bays and / or an exclusion zone.
- Introducing movement restrictions, such as U-turn bans and enforcing these with cameras, to reduce hazardous PHV movements during pick-up and drop-off

- A strategy for managing taxis and private hire vehicles and their supporting facilities should be developed. This would be implemented and managed by Euston Partners, to ensure taxis and private hire vehicles are not being over provided for, are not over-ranking on the public highway (applies to taxis only, as PHVs are not permitted to rank) or picking up and dropping off on streets around the station in ways that result in congestion or road safety hazards. The strategy will be secured by a legal agreement as part of applications for station or associated development. The strategies should also consider the potential impact and management implications of new types of private hire vehicle services that are likely to emerge in the coming years, including autonomous taxis, which will be trialled in London from 2026. These changes may bring new opportunities and challenges for managing and enforcing PHV movements. Strategies may need to be updated regularly to respond to such changes to ensure healthy streets outcomes are safeguarded.
- Taxi management systems may include the use of early warning signage on approach routes to the station rank, and using information technology to communicate with drivers to manage queuing.

Sustainable freight movement

The London Borough of Camden and TfL seek to ensure that the impacts of freight movements resulting from development at Euston are minimised, and that the site becomes a leading example of sustainable freight and servicing. Reducing the number of freight and servicing trips needed will

reduce the burden of these on the strategic and TfL Road Network, including Euston Road, Eversholt Street and Hampstead Road, freeing up capacity to make healthy streets changes. The construction of the new station and development at Euston offers an opportunity to plan for best practice sustainable freight and servicing, due to its Central London location within the Ultra Low Emission Zone (ULEZ), the potential availability of rail-based freight and servicing, and the vast majority of occupiers on the site being new. Measures to deliver sustainable freight and servicing should be in line with Camden's Freight and Servicing Action Plan and should include:

- Combined Freight Delivery and Servicing Plans (DSP) for the Euston Station Masterplan area, (including both rail stations and the new development). These plans should encourage off-peak freight deliveries, and freight movement efficiencies to reduce the number of freight and servicing trips needed to and from the site (including consolidation, shared deliveries, use of rail and use of cargo bikes). The DSP should be developed, implemented and managed by the Euston Partnership (or a future organisation that takes on this role) and secured by a legal agreement as part of applications for station and associated development.
- Establishing a micro-consolidation centre to reduce the number of motorized freight trips made locally to support combined freight and servicing delivery plans. This could serve the Euston Station Masterplan area and beyond.

3.4 TRANSPORT STRATEGY

- Safeguarding existing rail freight facilities and designing in further potential use of rail connections for freight movement as part of the construction phase and station design
- Promoting low emission vehicles which go beyond ULEZ standards, such as electric vehicles for delivering freight to an on-site micro-consolidation centre, and electric cargo bikes and e-carts, which have lower space requirements and a lower carbon footprint, for on-foot deliveries to fulfil the last mile deliveries.
- Construction and logistics plans (CLP) for new development that meet TfL's Construction Logistics and Community Safety standards.
- All vehicles supplying the construction phase should meet TfL's standards for work related road safety, including the FORS (Fleet Operator Recognition Scheme) Gold accreditation or equivalent TFL approved scheme.
- It is anticipated that any freight and servicing infrastructure would be within the confines of future development in the Euston Station Masterplan area and would predominantly serve the station and development within the immediate area. Ideally, this infrastructure would include a micro-consolidation centre. Any wider freight and servicing infrastructure would require consideration of impacts on the local area and other planning priorities for the use of potential development land, including promoting economic growth and priority placed on housing.

Promoting sustainable urban mobility

Promoting sustainable travel options for both existing and new residents and businesses will help fulfil Camden's Transport Strategy objectives, reduce the transport impacts of new development (including potential demand for visitor parking), while reducing transport related greenhouse gas emissions and creating a better environment in which to live and work. Sustainable travel should be influenced through the planning and design of new development. In Euston, new development would be expected to comply with measures set in the Development Plan and supporting guidance. Development would also be expected to contribute to providing new walking and cycling infrastructure, throughout the EAP area, that connects into the wider street network, and to provide infrastructure for shared mobility services such as dockless bike, scooter hire and car club bays in the locations with the greatest demand.

Reducing the impact of private motor-vehicles

Despite being car-free, the new masterplan development area could still attract some private motor-vehicle trips by visitors, including PHVs and taxis. In line with Local Plan policies, provision should be made to manage the impacts on local parking infrastructure, including:

- Contributing to a limited number of electric vehicle charge points (fast chargers), ideally within the Euston Station Masterplan area.
- A review of controlled parking zones in the area.

Sustainable travel infrastructure and shared mobility

Sustainable travel will be further encouraged by the Council and TfL through investment in infrastructure that enables more active travel (walking and cycling), and measures to reduce through traffic on the public highway, especially on residential roads. These measures may need to be modelled and assessed for their impact on the TLRN, and be accompanied by a review of how traffic moves in the area, including consideration of changes to banned turns on the strategic road network and TLRN. Overall, changes on Camden's and TfL's highways will complement new walking and cycling infrastructure within the EAP area, as well as Camden's existing network of cycle infrastructure, traffic filters and healthy school streets. Changes on the TLRN that affect signalised junctions on Camden's highway network are likely to require modelling.

Where necessary, existing permit and paid for parking bays may be removed to provide disabled parking or car club bays.

New mobility

It is acknowledged that new forms of mobility have and will continue to emerge and evolve in the coming decades. Some examples include micromobility in the form of dockless bikes and scooters, connected and autonomous vehicles, and the use of drones and droids. Such technologies may create opportunities, such as further encouraging sustainable travel, more efficient logistics trips and reduced dependency on larger vehicles for last mile trips or private car ownership. However, they can also bring risks if not regulated and managed properly,

such as increased congestion, new safety hazards, a reduction in sustainable and active travel and negative implications for accessibility.

Applications for new development in Euston will be expected to demonstrate consideration for emerging mobility trends where relevant, and how design as well as transport management tools can be leveraged to ensure transport innovation contributes towards, rather than hindering, the objectives of Camden's Transport Strategy and TfL's Healthy Streets Framework. Management tools may include Construction Management Plans, Travel Plans, Delivery and Servicing Plans, and taxi and private hire vehicle management strategies. Securing policy-aligned transport outcomes through emerging mobility is likely to require ongoing commitments to the monitoring of management strategies, travel planning, and delivery and servicing plans in particular, with regard to how these are being shaped by emerging mobilities.

Delivery

Delivery information for transport infrastructure referred to in this section is set out in detail in chapter 4, Places where relevant and also summarised on a site by site basis in Appendix 2 in the delivery plans summary table.

3.5 Environment Strategy

Relevant objectives:

4. New streets and enhanced routes
6. Creating sustainable development
7. Improving the environment along Euston Road
8. Promoting sustainable and active travel

Strategic Principle EAP 4: Environment

A: Development at Euston should be delivered in line with Development Plan policies including the requirement to be low energy and incorporate low-carbon heat, be fossil fuel free, and maximise the opportunity for renewable energy generation. Where the Local Plan expects developments to deliver an energy balance of net zero carbon in operation and where it can be demonstrated that this cannot be fully achieved on-site, opportunities for off-site solutions should be explored across the wider Euston area. If off-site solutions cannot be delivered, a payment in lieu will be sought. The payment in lieu should be related to the scale of the shortfall, subject to viability to deliver carbon reductions in the Euston area, or other projects identified in the Council's Climate Action Plan.

B: Innovative heat network opportunities must be explored for utilising low cost, low carbon heat including utilising waste heat sources.

C: Development proposals must maximise resource efficiency, and ensure that circular economy principles are adopted. Opportunities to move materials by rail should be fully explored.

D: All development should reduce surface water run-off to greenfield run-off rates, through the use of Sustainable Drainage Systems (SuDS). Where it is demonstrated to the Council's satisfaction this is not feasible on site, developers should look at contributing to support off-site SuDS measures. Water consumption should be minimised, greywater/rainwater recycling maximised and any increase in demand for off-site water and sewerage infrastructure will need to be met, either through existing capacity or timely provision of additional capacity.

E: Euston Road is identified as an Air Quality Focus Area and all development must be at least air quality neutral with an air quality positive approach fully explored.

The Council declared a Climate and Ecological Emergency in 2019 and has set out the ambition to do everything it can to make Camden net zero carbon by 2030. The draft Local Plan includes a suite of policies which seek to ensure that new development is designed to mitigate and adapt to climate change to respond to the climate emergency. Development at Euston should be delivered in line with these policies.

Energy efficiency and renewable energy

Development at Euston presents a significant opportunity to deliver net zero carbon sustainable development through a balance of minimising energy demand through design and energy efficiency measures, low carbon and fossil fuel free technology and renewable energy generation. Net zero carbon should be achieved by balancing energy use of the building with renewable energy generation.

Achieving net zero development

It is acknowledged that due to the constraints of development associated with railway infrastructure, delivering net zero carbon onsite could be challenging. Where it is not possible to achieve an energy balance of net zero carbon in operation, opportunities for renewable energy generation or retrofit should be explored across the wider Euston area. The full cost of the measures should be funded by the applicant to be able to count the carbon saving as offset for the development. There is significant potential for energy efficiency improvements and renewable energy systems across the Regents Park Estate as an example.

Heating and cooling

Developments should be designed to minimise the adverse impacts of overheating and promote natural cooling and passive ventilation. The design of buildings at Euston and the spaces between buildings need to be designed to not overheat and to naturally “cool”. New developments should consider the feasibility of providing new and support existing local energy networks, or make contributions towards the construction of the network(s), and/ or connecting the development to a nearby network (or making it capable of connecting in the future).

The energy balance (seasonal heating and cooling demands) of the new development in relation to the local area should be explored and innovative energy network opportunities considered for utilising low carbon or excess waste heat sources. Opportunities for utilising surplus waste heat from the London Underground and Euston station should be explored as a source of renewable energy for new developments.

Developers should work with the Heat Network Zone Coordinator to consider how developments can develop or connect to district heat networks.

Minimising Carbon emissions - Whole Life Cycle Carbon

In line with Development Plan policies, the Council will seek to ensure that development proposals minimise carbon emissions over the lifespan of buildings and actively reduce embodied carbon. New major developments should submit a Whole Life Carbon assessment (including operational and embodied emissions) and seek to minimise lifetime emissions.

3.5 ENVIRONMENT STRATEGY

All developments must consider the carbon impact from the whole life cycle of the development by assessing all carbon impacts resulting from the construction and use of buildings over their entire life.

Operational carbon emissions from both regulated emissions and unregulated emissions should be included as well as embodied carbon emissions (those associated with raw material extraction, manufacture and transport of building materials and construction). Emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal should also be considered as part of a whole life cycle approach. All developments should be designed to achieve benchmarks in line with guidance from the GLA on Whole Life Carbon.

Options to minimise embodied carbon must be considered early in the formulation of development proposals. Decisions made to reduce embodied carbon, and the level achieved, should be clearly set out and demonstrated within a Whole Life Carbon Assessment to be submitted to the Local Planning Authority as part of a planning application.

Retrofit and circular economy principles

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

Development proposals should demonstrate how building material waste has been minimised and circular economy principles have been applied, including exploring

opportunities for on-site temporary material banks and community-led Circular Economy initiatives. Due to the extent of development at Euston, temporary material banks will help enable the reduction in embodied carbon and increase reclamation. Opportunities for developments to move materials by Rail should be fully explored.

The retrofit of existing buildings is strongly supported by the Council. Developers must demonstrate that they have thoroughly explored options for retaining and retrofitting existing buildings in line with Development Plan policies and with reference to the GLA's Guidance on Circular Economy.

Flood risk, water and wastewater infrastructure

Camden will seek to ensure that surface water flooding risk is minimised and will aim to achieve greenfield runoff rates in the Euston Area through on-site measures and wider provision across the area. The drainage hierarchy in the London Plan and national standards for SuDS should be followed including consideration of rainwater harvesting, water quality, biodiversity and amenity. Where it can be demonstrated to the Council's satisfaction that greenfield runoff rates cannot be achieved, a contribution to Local SuDS measures should be made.

Camden's requirements in relation to sustainable drainage systems (SuDS) is set out in the Camden Local Plan taking into account water quality, biodiversity and amenity opportunities for SuDS. Regard will also be given to the recommendations in Camden's Flood Risk Management Strategy and Strategic Flood Risk Assessment and any future national or local SuDS standards in assessing future development proposals. Development should not place vulnerable uses in flood risk areas and should protect all buildings against flood risk without increasing flood risk elsewhere.

The provision of green infrastructure plays a key role in mitigating surface water flood risk, by playing an important role in helping to reduce run off and store storm water. The Open Space chapter gives further details on the requirements for green infrastructure and the Urban Greening Factor.

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

of the development. Water consumption should be minimised, greywater/rainwater recycling maximised and development should use water efficient fittings throughout.

Air Quality

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

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

All developments should include sustainably designed fossil fuel free new buildings, on site renewable energy, a substantial number of new trees, new open spaces, car free housing, freight consolidation and new walking and cycling routes. Development proposals should address and mitigate air quality issues during both construction and operation periods.

3.5 ENVIRONMENT STRATEGY

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

It is expected that sustainable servicing, including freight consolidation facilities to reduce vehicle trips and freight delivery distances will be implemented. Proposals should, where possible, integrate rail freight to minimise air quality impacts on the local community.

A cumulative impact area for construction should be introduced which requires coordination of construction activity to reduce the impact on the area.

3.6 Open Space Strategy

Relevant objectives:

1. Prioritising local people's needs
4. New streets and enhanced routes
7. Creating sustainable development
8. Improving the environment along Euston Road

Strategic Principle EAP 5: Open Space and Green Infrastructure

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

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

B: In order to ensure that public open space is planned as a fundamental basis of the masterplan for the area above and around the station, an application for development must include a Public Open Space and Green Infrastructure Strategy and Management Plan, which will be agreed and secured through a S106 agreement.

3.6 OPEN SPACE STRATEGY

Green Infrastructure

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

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

- New development, retrofits, open space provision and public realm improvements must all adopt greening measures

- Biodiversity and access to nature should be fully incorporated into the design, construction and operation stages of development at Euston.

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



Figure 3.12 Open Space network illustration

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

The re-provision of open space, biodiversity, habitat provision, sports, play and recreation facilities, monuments/statues and other features lost as a result of HS2 at St James's Gardens (a Site of Importance for Nature Conservation), Euston Square Gardens and Hampstead Road open space is covered by the HS2 Phase One Environmental Minimum Requirements (EMRs). Through their EMRs, the Secretary of State has committed to mitigate the effects of the HS2 scheme including the re-provision of open space. Through the EMRs, the Secretary of State stated his intent that the effects of the scheme will not exceed those reported in the Environmental Statement that accompanied the Bill and gave a range of commitments including ones related to the mitigation of impacts on open space and community facilities.

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

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

Following subsequent design development and the need to find a more affordable HS2 station design, it is understood that the open space proposed in the area to the north of the station, on newly created land above the railway tracks is no longer part of HS2's proposals. An alternative location for re-provided open space will need to be found, notwithstanding the reduction in available space and the Government's change in approach to funding the station at Euston. The site wide open space strategy should look to accommodate as much open space as is feasible in the context of the spaces lost, the commitments made by the Secretary of State, and site constraints, after which alternative locations will need to be explored. Indicative locations for open spaces are shown on Figure 3.12. Open Space network illustration and further detail is provided in Chapter 4, Places.

Mitigation for the open spaces lost is considered to be a key strategic priority in planning for future open space provision in the area, and should be calculated separately to any requirements for open space and biodiversity provision generated by new development and replacement housing which should be delivered in line with Development Plan policies. Any requirements for open space and biodiversity provision generated by new development should be considered holistically alongside any HS2 mitigation requirements to provide open space to contribute toward the objectives of the EAP.

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

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

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

New and improved open spaces and green infrastructure

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

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

- Semi-natural vegetation;
- Wetland or open water;
- Green roofs and green walls (to be designed with appropriate mitigation strategies in line with latest best practice guidance for fire performance);
- Flower-rich perennial planting;
- Vegetated sustainable drainage elements and groundcover planting; and
- Permeable paving.

3.6 OPEN SPACE STRATEGY

It may be challenging for some constrained urban sites to meet the full open space needs generated by new development, in particular those that are affected by transport infrastructure requirements or estate regeneration constraints. Therefore a joined up, innovative approach will be required that maximises overall provision, for example through creating open spaces from lesser used roads and walkways, and decking areas of railway track to provide new open space.

Where the full open space needs cannot be met on-site, developments will be expected to contribute towards any remaining open space requirement in line with Local Plan policies and through:

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

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

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

Principles for Open Spaces

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

Cohesive network of spaces:

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

Serve different users:

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

Range of functions:

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

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

High-quality design:

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

Designed and managed to be welcoming and accessible:

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

Greening of Civic Spaces:

Civic spaces will form an essential component of open space provision at Euston. It is expected that civic spaces will be landscaped with greenery and planting (which should be maximized) to create high quality spaces. Creative forms of greening should be used where surface planting is impracticable.

Mature Trees for the future:

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

Programming of spaces:

While events and activities can contribute positively, the nature, frequency and timing of programming should be appropriate to the space and needs of its users, and full public accessibility should be maintained.

Opportunities for active user involvement in the management and programming of spaces should be offered and consideration should be given to opportunities for volunteering or food growing.

Priority should be given to providing free “accessible to all” sports pitches. A few bookable play spaces (such as payable sports courts) can be placed within open spaces so long as their placement, purpose and impact do not detract from the space’s primary purpose. The overall provision will need to be considered as part of the wider Open Space Provision as part of the Public Open Space and Green Infrastructure Strategy and Management Plan.

Positive relationship to buildings:

Open spaces can be bordered by development (if enclosure along sides enhances the space or mitigates poor boundary conditions), but development should not impair the quality of the space, deter users of the space, overwhelm the space physically or with inappropriate overlooking, create an unpleasant microclimate or make it feel private. New buildings should be sited to maximise opportunities for public open space and be designed to ensure such space is truly inclusive and accessible to the public.

Adjacent uses:

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

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

Open Space and Green Infrastructure Strategy and Management Plan

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

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

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

A draft Public Open Space Management Plan should be made part of and be developed in tandem with the Public Open Space and Green Infrastructure Strategy. The management plan should be developed in line with Development Plan policies and guidance and should address issues of management and maintenance. Particular consideration should be given to events and programming, which can be beneficial in drawing visitors and serving multiple populations, but should be managed in a way that maintains the public nature of the spaces and does not impact its amenity.

The management plan should address measures to ensure that spaces feel and function as public open space irrespective of their ownership or management responsibility and the public realm should be managed in line with the Mayor's Public London Charter. Where development is phased, the Council will work with the applicant to establish thresholds of development that will trigger provision of certain obligations, including open space.

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

3.6 OPEN SPACE STRATEGY

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

Open spaces should help to achieve the links set out in the EAP, encouraging permeability, legibility, allowing biodiversity and creating attractive places of visual interest and welcoming areas along routes. Level changes and publicly accessible areas above the stations should be an integral part of the open space network. Routes leading up to the area above the station should integrate green infrastructure and be planted.



PANGBOURNE



4

Places

Contents

- 4.1 Euston Station and Tracks
- 4.2 Euston Road
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- 4.4 Drummond Street and Hampstead Road
- 4.5 Regent's Park Estate
- 4.6 Ampthill & Mornington Crescent Station
- 4.7 West Somers Town

4. Places

Introduction

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

For each area (see figure 4.1 for a key plan) the existing context is summarised and then an overarching Development Principle to guide proposals in the area is set out. An illustrative masterplan reflecting these principles is provided, along with text explaining in more detail what is expected of proposals in order to meet the requirements of the Development Principle in terms of land uses, design, transport and public realm and the environment. Finally a delivery strategy provides detailed commentary on delivery issues including viability and funding, delivery partners and mechanisms and phasing for development. This delivery information is supplemented with further delivery commentary which applies to the whole plan area in chapter 5, together with a Delivery Plan Summary Table (Appendix 1) summarising key delivery information on a site by site/ project basis.

The seven Places are discussed in the following sections:

4.1 Euston Station and tracks

4.2 Euston Road

4.3 Camden Cutting

4.4 Drummond Street and Hampstead Road

4.5 Regents Park Estate

4.6 Ampthill and Mornington Crescent Station

4.7 West Somers Town

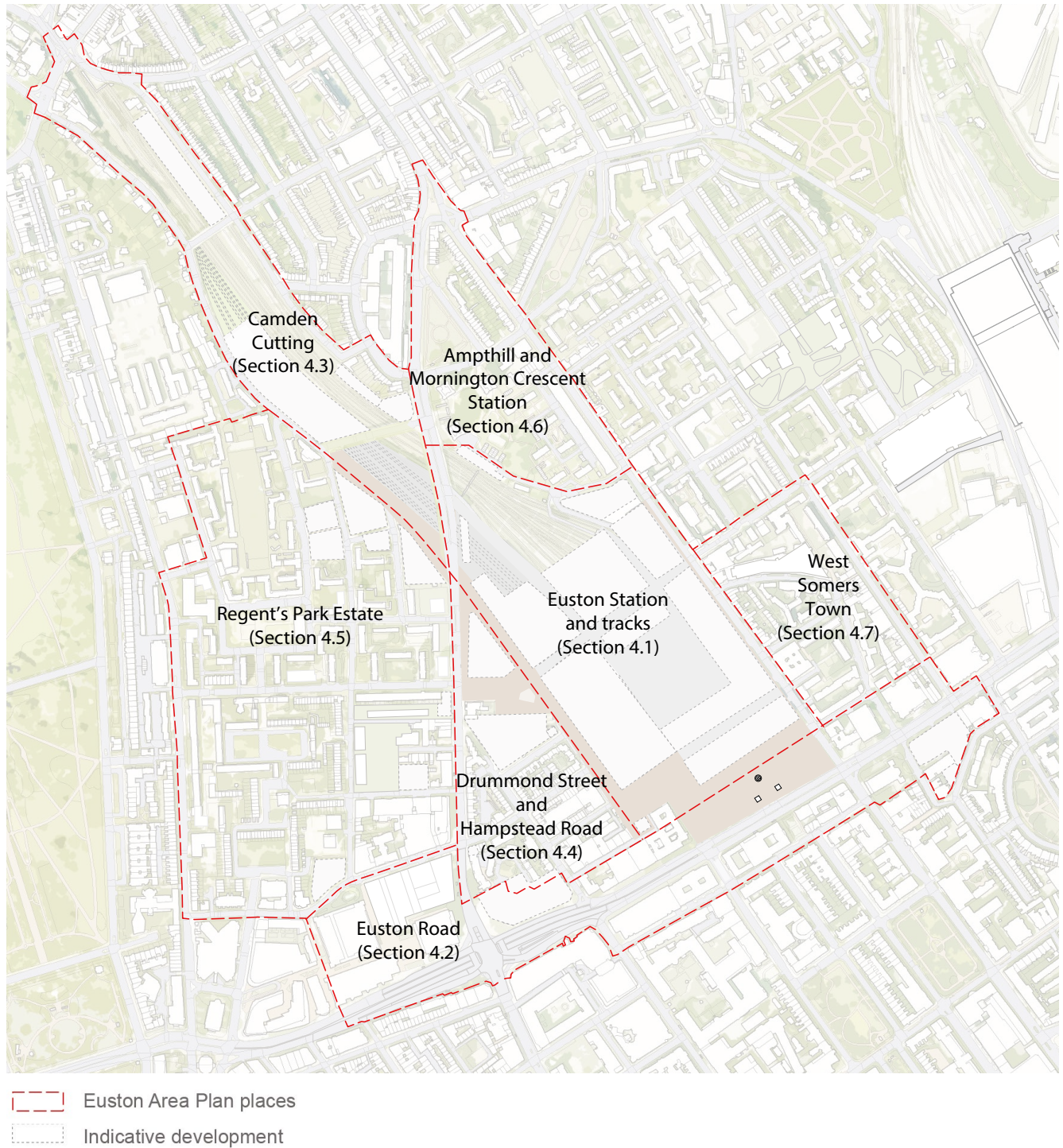


Figure 4.1 Key plan to show sub areas, “Places” and relevant plan sections

4.1 Euston Station and Tracks

Context

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

Development Principle EAP 1: Euston Station and tracks

A comprehensive approach to development at Euston Station and the front piazza will be required to help transform the image of Euston, through facilitating new and improved links, the creation of public spaces and new development. Camden Council will seek to ensure that a new HS2 station and a new or partly refurbished Euston station are designed to be integrated and are of the highest architectural quality to create a well designed station, public transport interchange, integrated public realm alongside development which facilitates new (where practicable at ground level) legible and attractive public east-west and north-south routes through the site. Development should deliver a range of high quality, public open and green spaces linked together by public realm.

There is potential for between at least 130, rising to upwards of 400 new homes and at least 9,700 new jobs rising to upwards of 16,800 jobs, to be provided here depending on the station design and redevelopment footprint, constraints associated with railway infrastructure, particularly the extraordinary cost of building above the station and tracks, and compatibility with the plan objectives and policies. The delivery of development here should be linked to and support the development of new housing, and open space at Camden Cutting, see section 4.3. When considering new commercial floorspace, the Council will support and prioritise the creation and retention of suitable floorspace for Knowledge use priority growth sectors (see Strategic Principle EAP 1). Educational floorspace will also be prioritised and cultural uses will also be considered. Other employment uses will be supported where it is proven that these reflect current and emerging needs of the knowledge economy.

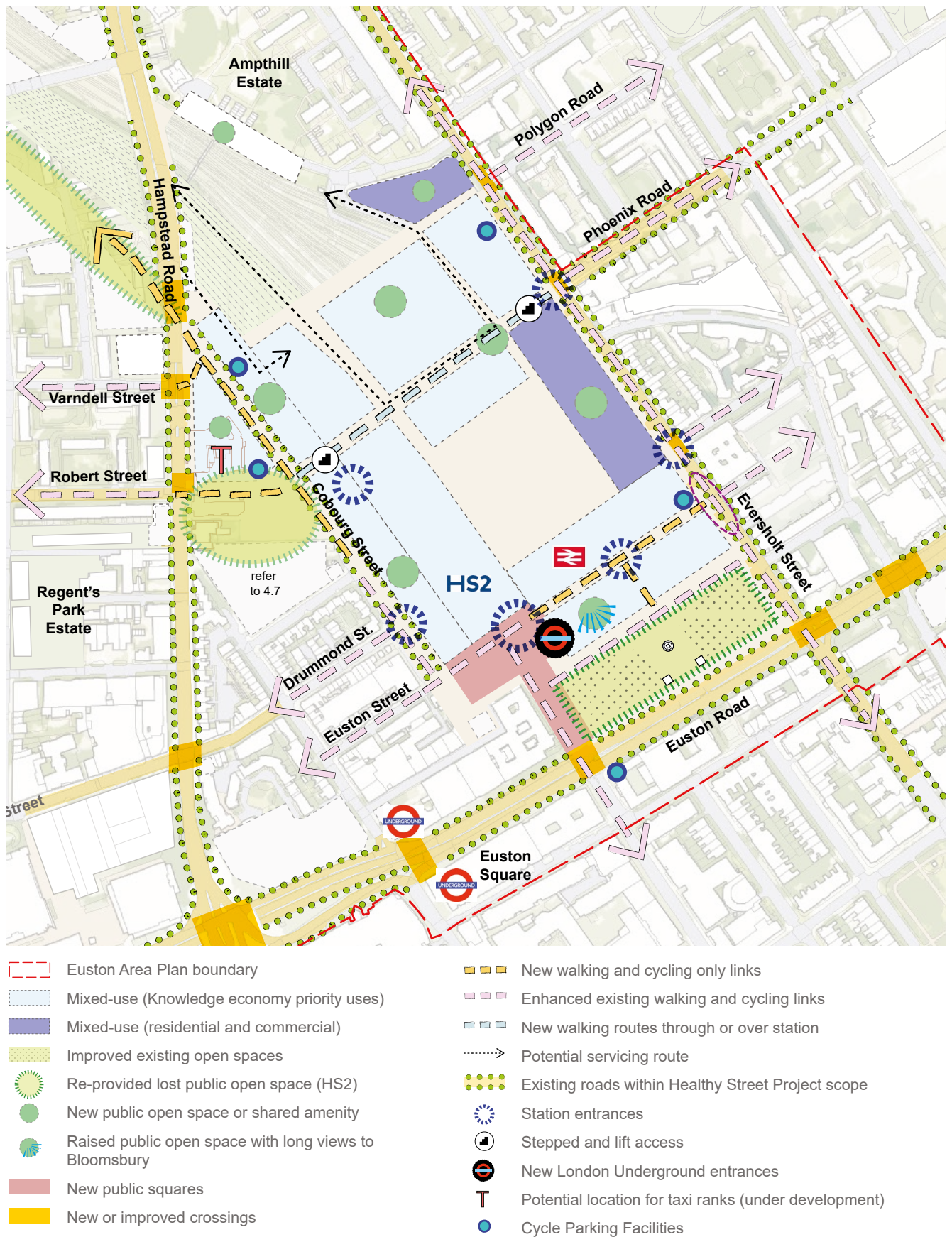


Figure 4.2 Euston Station illustrative masterplan to show overall development principles

Land Uses

Overall mix:

The overarching approach to new development in this area should be for comprehensive commercial led mixed use development above and around the new and existing stations. As part of this there is potential for between at least 130 and approximately 400 homes mainly located above the eastern side of the station and on the adjoining site which should provide the maximum reasonable amount of affordable housing (in line with the Camden Local Plan and the London Plan), and at least 9,700 jobs rising to upwards of 16,800 jobs, focused above and around the station buildings. The range in the number of homes and jobs capable of delivery reflects the range of development plots that could come forward associated with the extent of the new station and the redevelopment of the existing with more homes and jobs likely to be delivered if funding is secured over time for the full redevelopment/ refurbishment of the whole of the Network Rail station. The range in the number of homes also acknowledges the challenge of delivering homes as part of a complex station redevelopment.

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

Knowledge economy priority:

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

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

Knowledge Economy Floorspace:

New employment floorspace should be suitable for the needs of Knowledge Economy occupiers, academic institutions and innovative small businesses that support the growth of the Knowledge Economy. Research and development floorspace should be provided to support and attract existing, expanding and new knowledge based, innovative and creative industries here.

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

Enhanced retail offer:

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

Entrances to the development around or above the stations will be provided at street level and will form part of the station frontages where development and transport infrastructure interact. Alongside the provision of new bus and taxi infrastructure, these access points will place additional demands on the ground floor station accommodation. The provision of station

retail will need to be balanced against these considerations and the needs of transport infrastructure of all modes.

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

Retail provision should include businesses that serve the needs of existing residents as well as new residents and workers and should contribute to creating a healthier food environment including access to fresh food. In the context of the circular economy, consideration should be given to provision of a food rescue hub to utilise unsold food generated by the local area. Such a use could be co-located with food retail uses to promote sustainability.

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

Social infrastructure:

New housing development creates additional demand for community facilities including schools. CIL contributions from new housing development will be required to assist the funding of additional school facilities in the area (depending on the amount of housing proposed) to meet the combined needs of the potential new population in this area. In line with Camden Local Plan and Strategic Principle EAP 1 of this plan, there should be sufficient provision of other community facilities to support new development so that additional demand does not place unacceptable pressure on existing community facilities.

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

Design

New station design

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

Architecture

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

These buildings should build on the magnificent legacy of railway stations in London, and the United Kingdom as a whole, and produce a 21st century station of the highest architectural and material quality.

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

The architectural approach will need an appropriate setting, and the expected scale of the station entrance and concourse will need an equally spacious setting to both facilitate the anticipated number of people accessing the railways and retail, and signify the importance of the place, the building and its function. While the legibility and clear expression of the station is important, the design of above and adjacent station development should be given equal consideration through a well-coordinated placemaking led approach.

Functionality

For public transport users, the success of the station will be down to its functionality and, in particular the platform environment and the ability to easily access, interchange and orientate. Much of this will be determined by detailed station design and links to the public realm, the neighbourhood, and the Underground. The ground level pedestrian and cycle access and interchange with buses and taxis are part of the streetscape and setting of new development and therefore should seek to meet the aspirations of the EAP.

Public spaces around entrance and exit points should be designed to create a sense of arrival, creating a great first impression and with ample space to allow for movement of people as well as space for people to dwell, wait and relax.

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

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

The design of the streets and spaces should signify the approach to this major interchange. Arrival by train needs to allow an opportunity to orientate and continue journeys on foot and bicycle in all directions. Interchange with buses and taxis needs to be clear and obvious although not necessarily confined to a single location. Simple, intuitive and legible design is essential to the functionality of this interchange and its connection into surrounding streets and neighbourhoods.

Whilst it is recognised that the station will require “back of house” elements to function (such as servicing, plant etc) this should be designed in the most efficient way possible to minimise footprint. In order to not detract from the quality of public spaces, back of house uses should be located as far from public spaces and streets as possible, particularly away from pedestrian desire lines and entrances. Ideally these would be accommodated below ground, or wrapped in other uses, to ensure public spaces are not detrimentally impacted by inactive ground floor uses.

4. 1 EUSTON STATION

A new piece of city

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

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

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

neighbourhoods to help create a vibrant, functional and high quality new quarter of central London. It must be a place that is as successful for people who live and work in the area, as it is for people who arrive at the station to travel by train. Each phase of development will be expected to contribute to this outcome. Each phase should also integrate into the surrounding area and deliver a comprehensive place, while providing the conditions for future phases. This new piece of city should therefore be designed in conjunction with the new station in order to maximise the opportunity.

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

Development over or adjacent to station and tracks:

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

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

Public spaces should be at the heart of development above and around the stations (in accordance with the Principles for Open Spaces and Green Infrastructure chapter) to ensure they drive social interactions, local

economy, connectivity, mobility and culture. Development should ensure that a diversity of users are welcome and encouraged to use the place and allow for places that people feel welcome in without needing to buy something. Uses of buildings and spaces that surround the public realm and open spaces must be genuinely mixed, promote social cohesion and interaction, facilitate a sense of community, make residents and visitors feel safe and welcomed, serve their needs and provide interesting things to do and see. Areas above and around the station should consider daytime uses alongside the nighttime economy to provide a range of functions and spaces to draw a variety of people for different reasons and at different times.

Housing (with long term tenure) is a positive contributor use that quickly provides a sense of place and safety, providing a diversity of use, adding vibrancy and activity throughout the day and into the evening ensuring for example that children feel safe to play and that residents, visitors and passengers have a reason to stay and experience what Euston has to offer, including a variety of retail and cultural uses which support a healthy night-time economy. More information on this can be found in chapter 3.2, Land Use.

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

4. 1 EUSTON STATION

Comprehensive development:

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

We expect the HS2 and Network Rail stations to be designed as an integrated station. A masterplan that holistically considers the development process between development plots, HS2 and Network Rail will help to ensure delivery of high quality overall development.

Delivery of key routes

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

Routes, including any long term routes which are able to be provided to access the area above the stations, should integrate green infrastructure and be planted. Any level changes should be prominent and generous to draw people into the site. Routes should be located and designed as a continuation of the existing street network with development and positive interfaces on either side, including active frontages, which respond

to context. Routes through or above the stations should be accessible (incorporating an inclusive design approach) and maintain a 'street like feel': permeable, inviting, legible, publicly accessible at all times and maximising openness to the sky.

Euston Street/Drummond Street – Doric Way:

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

Euston Square Gardens:

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

Robert Street – Phoenix Road:

The long-term development opportunity above the stations, should facilitate a new east-west route connecting Robert Street with Phoenix Road designed as a local route for residents to easily move between Somers Town and the Regent's Park Estate. Good quality public realm and greening with uses appropriate to new workers, residents as well as the wider community should be located on this route. In any station design option this would require either the relocation or reduction of the size of the service deck above the existing or redeveloped station. Where the route is provided at upper levels (to be above railway platforms and tracks), work will be required to manage the level changes across the top of the stations and development arranged with active frontages wherever possible to ensure this is an attractive and usable route accessible throughout the day and night.

Varndell Street – Polygon Road:

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

A new north-south link:

A new north-south route along Cobourg Street should be provided to improve connections between Euston Road, new development to the north of the station and onwards to Camden Town. There is an opportunity for this to be a green route linking Euston Square Gardens and the new

open spaces created around the station.

Active frontages around the station:

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

Active frontages along Hampstead Road:

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

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

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

4. 1 EUSTON STATION

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

Euston Arch:

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

Enhanced setting for Euston Square Gardens:

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

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

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

Protecting and enhancing strategic views and heritage assets:

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

Proposals must be subject to detailed impact modelling in line with the Mayor's London View Management Framework guidance and consideration of Historic England's guidance on the Setting of Heritage Assets (2017 V2) and the heritage and design context, particularly the setting of nationally important heritage assets including Primrose Hill, Regent's Park and Chester Terrace outside the plan area.

There is potential for increased height at the north-eastern part of the station (around 47- 60 metres from ground level, i.e. 14 to 18 storeys¹) at the south west corner of the station on the site of the now demolished One Euston Square (indicative appropriate height 55m above ground level subject to consultation with the GLA regarding height, massing and design); and to the south-west of the HS2 station (50-60 metres above ground level to be hidden by the dome of St Paul's). Such development would need to be carefully sited to avoid harm and should seek to make a positive contribution to the strategic viewing corridors and local views should be preserved.

¹ A storey is assumed to be 3.3m

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

Design Code:

To support a future masterplan for the transport related development, a design code for development above and around the stations should be developed by the Master Development Partner in partnership with the Council, with effective involvement of local communities throughout the process. The design code should incorporate and develop the design principles set out in the above Design section and the open space design principles set out in the Open Space Strategy.

Transport and Public Realm

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

Improved station accessibility:

New station entrances east, west, south and north should be incorporated into the stations (unless demonstrated to be unfeasible) to facilitate walking and cycling to nearby destinations and provide accessible access for all. Entrances at the north of the station would particularly help to encourage people to walk to Mornington Crescent and Camden Town as shown in figure 4.2. Public open space should be provided in front of the new station entrances. These spaces should be appropriately sized for the expected volume of passengers.

Bus facilities:

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

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

4. 1 EUSTON STATION

A number of options for a new bus facility have been assessed and the proposed option of a new linear bus facility is now to be developed further as the preferred option. Section 3.4 of this Plan (Public transport infrastructure – Bus facilities) sets out general design requirements for new bus facilities at Euston and seeks to ensure that new provision meets the requirements of bus passengers whilst also providing a permeable, safe and attractive environment for pedestrians and cyclists. A bus facility would be designed to meet these requirements through:

- Ensuring operational and passenger requirements are appropriately met
- Providing a one-way linear arrangement that has a reduced width and reduced barriers (to the current bus facility), therefore reducing severance
- Being designed to be of similar scale to the surrounding street network, and to feel like a part of an attractive London streetscape in accordance with the Mayor's Healthy Streets Approach
- Being designed to reduce conflict between pedestrians and buses and to not disrupt key pedestrian desire lines
- Designing for cycle safety and movement so that any bus movements into and out of a bus facility (including bus stops and stands on the public highway) do not impede cycle movement
- Being designed to not inhibit movement or sight lines. Where bus stops or stands are moved to the public highway, providing sufficient spacing to allow pedestrian sight lines, promoting safety and preventing a visual wall of buses

around the station. This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.

- Accommodating pedestrian crossings on the key desire lines to and from Euston Station, providing for generously sized, safe, clutter free and attractive routes that meet anticipated levels of footfall.
- Protecting and enhancing the spatial integrity of Euston Square Gardens and removing bus movements from within the open space

Camden will continue working with Euston partners to explore options for bus infrastructure. Any new bus facilities provided will need to balance the needs of bus users with a safe and attractive public realm environment for pedestrians and cyclists. Please also refer to section 3.4 for more details on the approach to bus facility provision.

High quality public realm at Cobourg Street and adjoining streets:

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

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

Managing demand and provision for taxis and private hire vehicles:

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

- The use of taxi sharing and by promoting and investing in more sustainable and active alternatives modes such as walking and cycling
- Encouraging the use of cleaner vehicles which comply with ULEZ standards
- Encouraging the use of Zero Emission Capable (ZEC) vehicles and ensuring that ranking and pick up / drop off are carefully managed
- Ensuring charging technology suitable for taxi operations is provided. This should ideally be provided within a taxi rank.

Taxi Rank

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

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

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

Provision of new routes:

New pedestrian and cycle routes should be facilitated by new development, as set out in detail in the design section above and on figures 4.1, 3.3, 3.5, and 3.12. Careful consideration needs to be given to how new routes interface with the public highway and how they relate to the wider pedestrian and cycle network.

Provision of cycle facilities to meet new demand:

Cycle parking zones are proposed for key locations close to cycle routes, to help encourage cycling as a convenient way to travel to and from the station. The station site should provide significantly enhanced provision for cyclists in order to support an increase in the mode share of cycling from Euston Station. See figure 4.2 and 3.5 for proposed locations.

Consideration should be given to the introduction of mobility hubs for e-scooters and dockless bicycles etc. at strategic locations close to the station. These should be carefully sited to avoid conflict with pedestrians.

Servicing:

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

Station integration with Crossrail 2:

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

Environment

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

Waste heat:

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

Coordination with wider local energy network:

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

New open spaces and amenity space:

The maximum possible on-site publicly accessible open space should be provided. However, transport infrastructure constraints mean that it may be challenging to re-provide the open space lost at St James's Gardens and Hampstead Road Open Space or to meet all additional public open space demands on-site.

A key priority will be the replacement of St James's Gardens as open space as close to its original location as possible in the Drummond Street/ Hampstead Road sub area (see Section 4.4), along with contributions towards other off-site open space enhancements and on-site private open space provision. A public open space adjoining the western entrance to the HS2 station could provide a buffer between the station entrance and any future replacement public open space for St James's Gardens.

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

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

Open spaces should be incorporated into the key routes set out in the Design section above, encouraging permeability, legibility, allowing biodiversity and creating attractive places of visual interest and welcoming areas along routes. Level changes and

publicly accessible areas above the stations should be an integral part of the open space network. Open spaces should be attractive, comfortable, vary in type and function and be seamlessly accessed. The Master Development Partner should develop a public realm strategy and a public realm Design Code to achieve these open space principles.

If further funding becomes available, full consideration should be given to the provision of additional open space on decking space above the tracks to the north of Camden Cutting (see Figure 4.3) as part of development proposals involving higher levels of development on the Euston Station and Tracks, either through direct provision or through a financial contribution, taking into account feasibility and viability issues.

Reducing flood risk through:

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

Delivery Strategy

Detailed delivery information for the Euston Station and tracks area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A comprehensive approach

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

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

Strategy (section 3.2).

The extent of development depends on the layout of tracks and station facilities to allow for the location of structural columns to support a deck for over-site development. Section 5 of this Plan indicates areas where structural constraints may make it challenging or costly to provide a deck for new development and the potential need for flexibility and prioritisation in the application of EAP principles, but highlights that the provision of the maximum possible extent of decking should be the starting point for any development proposals.

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

Viability and funding

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

Development above new and existing station facilities will face challenges that are distinct from those more typical at grade sites.

The cost of providing a deck to support development above parts of the HS2 and NR station and tracks has been considered as part of high-level viability testing for this plan. This is the most significant individual cost in developing in these areas, notwithstanding those expected to be covered by the construction of HS2, the redeveloped NR station and over-/ adjacent site development itself.

The high-level testing of development scenarios indicated that the EAP capacity ranges for homes and jobs and key principles plan for the station area are sufficiently close to viability to progress, notwithstanding the potential structural decking constraints. However, the delivery of affordable housing and open space will be more challenging in a location with such unusual costs. Camden’s planning policies include an element of flexibility where appropriate, in order to take into account viability and other constraints that affect the ability of development to meet policy targets. Development proposals will be considered in this context. The potential quantum of development has been tested using a design-led approach, considering the opportunities and the policy requirements limiting heights in the area.

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

4. 1 EUSTON STATION

Key projects, delivery partners and mechanisms

Euston station redevelopment:

The Department for Transport and Network Rail, the MDP, HS2 Ltd and TFL will be critical in progressing any proposals for this area as well as Camden Council in its role as landowner (for some roads/areas) and planning authority. HS2 Ltd. is responsible for delivering the new rail route and associated infrastructure, whilst Network Rail, DfT and the Euston Delivery Company will have a crucial role in progressing the development potential above and around both the station and tracks, the creation of a new high-speed rail station and any redevelopment of the existing station building. The MDP will need to work with these organisations to progress any development proposals through more detailed masterplanning and feasibility work.

Infrastructure:

Cycle facilities, highway improvements including new pedestrian crossings, public realm enhancements, improved bus and taxi facilities, new routes, open space and the provision of, or contributions towards, appropriate social infrastructure will be sought as part of any proposal to redevelop the station through appropriate S106 and/or CIL contributions. Delivery partners and mechanisms for the station site are listed above. The extent of infrastructure provision expected will be dependent upon the level of development proposed and viability considerations. See section 5.7 for information on the approach to S106 and CIL contributions.

Flexibility:

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

Phasing and delivery:

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

Short Term (2026-2031)

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

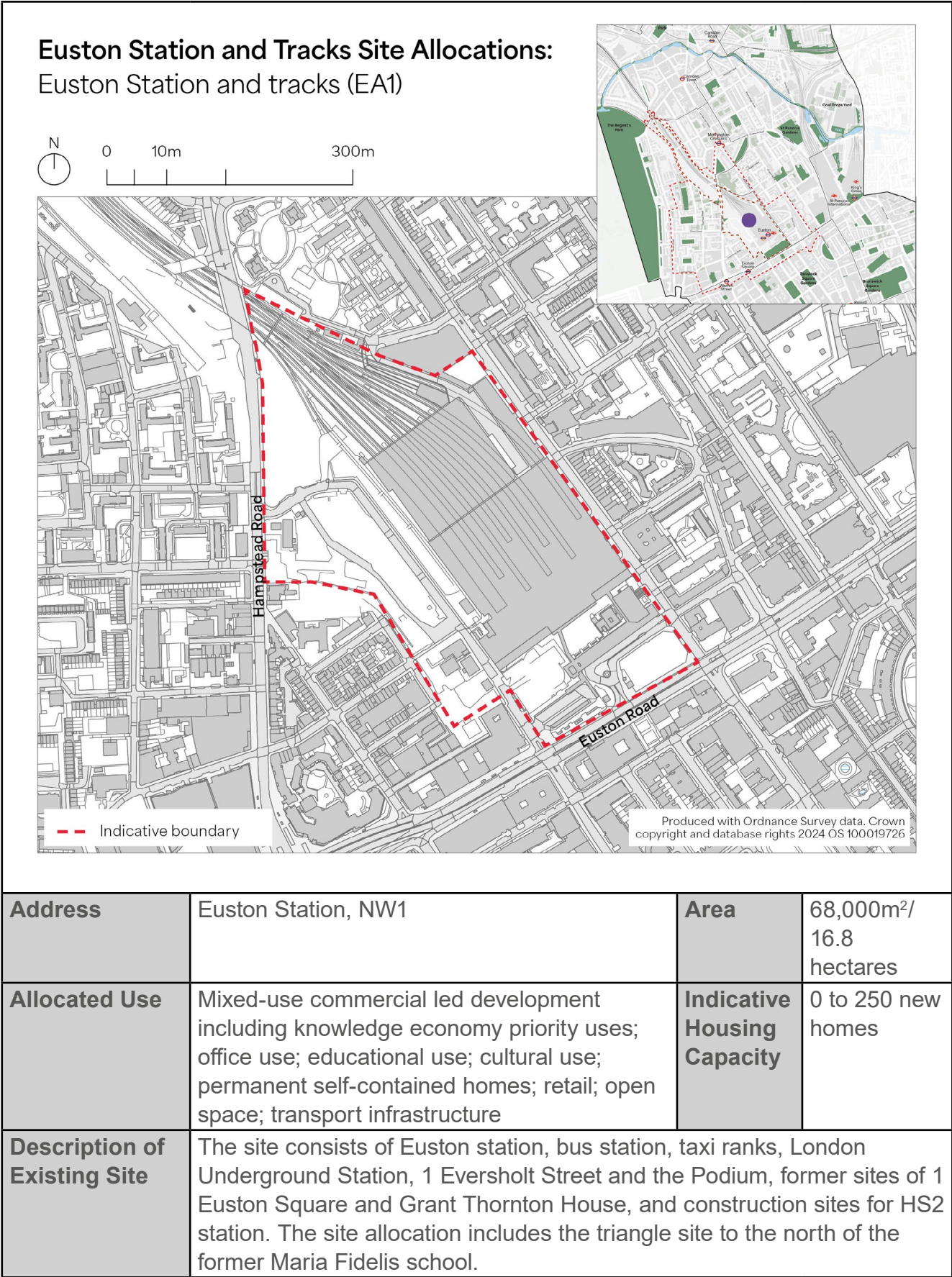
Medium term (2031-2041)

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

Long term (2041+)

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

4. 1 EUSTON STATION

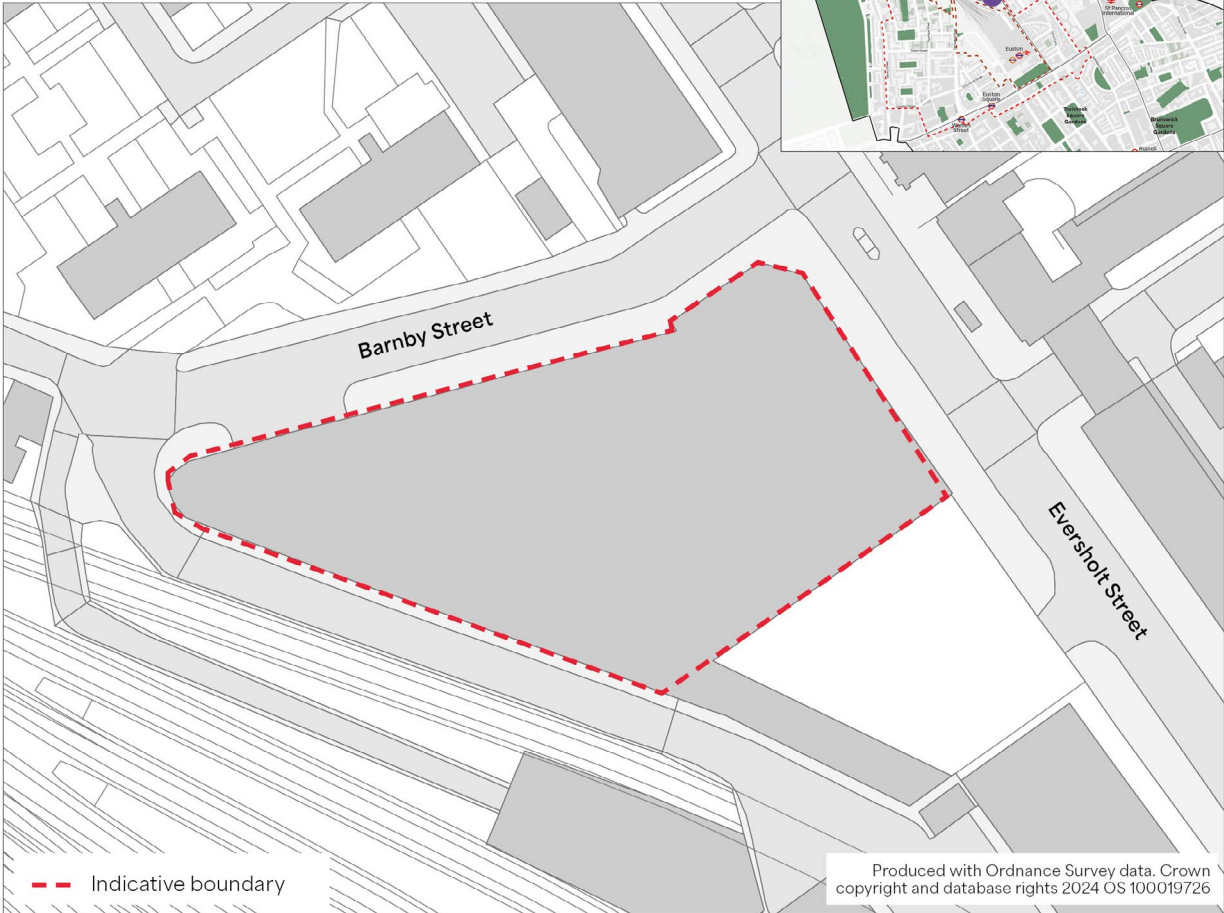
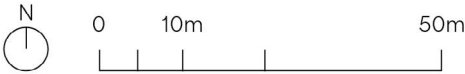


Context	The site is located in the CAZ and within a Landmark Viewing corridor (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Development and Design Principles	<ul style="list-style-type: none"> • Full details of development and design principles for this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

4. 1 EUSTON STATION

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

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



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

4. 1 EUSTON STATION

Development and Design Principles	<ul style="list-style-type: none"> • If the Royal Mail need to retain an operational use on this site, the existing floorspace for this use should be reprovided. • Development proposals for this site should look beyond land ownership and explore with Network Rail whether a joined-up approach to development of neighbouring land parcels would deliver greater benefits. • Development proposals should provide the conditions to support a comprehensive masterplanned approach to the Euston Station site (EA1) including the development and design principles set out in Section 4.1. This includes supporting routes across the station and exploring the potential to support servicing of the Euston Station site. • Development should improve pedestrian experience on Barnby Street and Eversholt Street.
Potential location of taller buildings	<ul style="list-style-type: none"> • Subject to detailed design and testing, there may be opportunity for a taller building to be located on this site. The building would need to be less than 60 metres tall from approximate ground level (which equates to between 82 metres AOD and 84 metres AOD) to not affect the setting of, and views within and of, nationally important heritage assets including Regent's Park and Chester Terrace. • The height of a tall building should not cause unacceptable impact to the amenity of neighbouring occupiers, in particular the residents of the Amphil Square Estate situated to the north of the site. • The acceptability of particular tall building proposals, and their location within the site, will be assessed against relevant Development Plan policies including Tall Building policy. • Development must be designed to respect the nearby listed buildings.
Infrastructure Requirements	<ul style="list-style-type: none"> • Service access to Euston Station to be considered. • Support future routes across the station as necessary.
Other Considerations	<ul style="list-style-type: none"> • The site is within an area identified by the Council as being at risk of flooding. A Flood Risk Assessment will therefore be required in accordance with Local Plan policy. • The site is covered by the Crossrail 2 Safeguarding Direction. Any future planning application should be referred to Transport for London for comment.

4.2 Euston Road

Context:

- Euston Road sub area has a wide variety of land owners and accommodates a range of commercial businesses and organisations.
- It is a busy east-west transport route for pedestrians and vehicles (part of the TLRN and forms the boundary of the congestion charge zone) and connects the King's Cross area (to the east), residential communities to the north, Bloomsbury (to the south), Regent's Park (to the west) and Fitzrovia and the West End (to the south west).
- It contains a number of designated heritage assets including the Grade I Listed Church of St Pancras and the Grade II* Listed Euston Fire Station and is largely covered by Bloomsbury Conservation Area. A number of buildings associated with commercial, research and institutional occupiers, notably the Wellcome Building, 1 -9 Melton Street (Grade II* Listed), Friends' House (Grade II Listed), the British Library (Grade I Listed), and 161-167 Euston Road (former Nettlefold House and the architecturally similar former post office), demonstrate the development of English architecture over the last century and are also of architectural and heritage importance.
- Euston Square Gardens is a protected London Square fronting onto Euston Road and provides the setting to the Euston Station complex. While it accommodates significant levels of pedestrian movement, it is underused as a potential amenity space.
- The existing bus station arrangement to the north of the gardens is dated, impermeable and whilst functional as an interchange it provides a poor setting for the station and gardens in design terms.
- Euston Road is also a street with a number of commercial, scientific research and institutional uses including UCLH, Wellcome Trust, Friends House and the British Library.

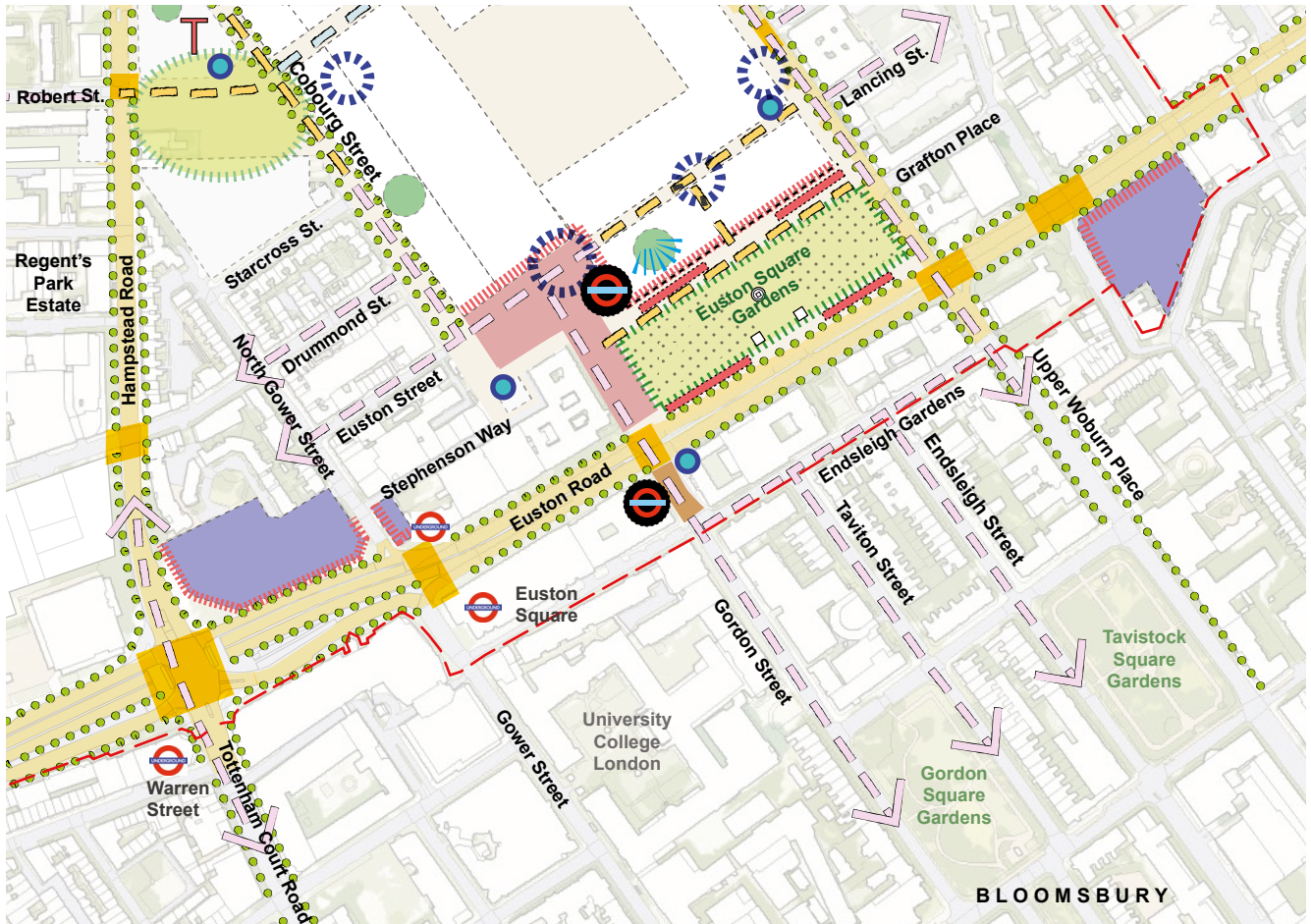
Development Principle EAP 2: Euston Road

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

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

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

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



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

Figure 4.3 Euston Road – illustrative masterplan

Land Use

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

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

Design

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

Active frontages:

Redevelop or improve negative building frontages, in particular through introducing well designed active frontages at ground floor level (see figure 4.3).

Enhancing heritage assets:

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

Transport and Public Realm

Improved pedestrian environment:

- Enhanced and enlarged pavement space to create an easier, safer and more pleasant pedestrian environment where alterations to the building line or the road allow. Those areas of the Euston Road with the greatest increase in pedestrian pressure will require the most significant upgrades. These include: east of the Upper Woburn Place Junction; areas to the south of the Masterplan Development near the Gordon Street and Upper Woburn Place junctions; and to the west of the Gordon Street junction.
- Improvements to existing, or the provision of new, pedestrian crossings and de-cluttered and wider footways across and along Euston Road to cater for the increased footfall from development delivered around the Euston Stations. Improvements to the Upper Woburn Place and Gordon Street junction crossings are particularly important.
- Improvements to road crossings may include changes such as converting staggered crossings to direct crossings, widening of existing crossings, shortening of crossing distances, providing more crossing time at signalised crossings, 'pedestrian countdown' facilities or introducing new 'green man' traffic light phases or new zebra crossings where they do not exist currently.
- A new sub surface crossing linking Euston Station with Euston Square Station should be provided to help meet additional passenger demand and to help ease the pressure on above ground crossings. This would help to improve road safety.

Improved cycle routes:

Enabling safe and easy east-west cycling through Euston through the provision of high-quality cycling improvements along Euston Road, including at all signalised junctions. Improvements to east west cycling will need to consider segregated infrastructure where feasible. If such infrastructure is not provided on Euston Road, alternative routes should be signposted and upgraded. Cycling improvements should include:

- The introduction of Advanced Stop Lines where they are not currently provided and improved cycle safety, through cycle lanes and enforcement where alterations to the building line or road allow.
- An improved north / south route via Gordon Street/ Cobourg Street, including an improved crossing point for cyclists over Euston Road, at the junction with Gordon Street.
- Opportunities for signalised improvements for cyclists at junctions, including turning movements.

Improved wider connectivity:

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

Improved bus facilities:

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

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

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

Sustainable future of Euston Road:

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

Transport corridor role:

Euston Road's important role as a bus, cycle and pedestrian corridor should be maintained throughout the redevelopment of Euston.

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

Environment

Reinstating and improving Euston Square Gardens:

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

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

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

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

Air Quality

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

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

Greened roads:

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

Delivery Strategy

Delivery information for the Euston Road area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A comprehensive approach

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

Key projects, viability, delivery partners and mechanisms

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

Euston Road:

TfL and Camden Council are considering the long term role of Euston Road through the Euston Healthy Streets project to deliver stakeholder aspirations for the road. Improvements to public realm, road safety, air quality, bus facilities, cycle and pedestrian facilities and also new planting/greening on the road will be investigated through this work and improvements sought to be delivered in association with major development proposals and station redevelopment where appropriate. Potential for temporary improvements to public realm, road crossings, bus facilities and cycle facilities, will be progressed by Camden Council, TfL, and HS2 during the redevelopment of Euston and should be funded through appropriate mitigation processes.

Euston Circus Building, Euston Square Hotel and The Place/Premier Inn:

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

Euston Square Gardens:

The gardens should be reinstated taking into consideration their historic significance, including the original layout and the extent of remaining original fabric. The London Squares Preservation Act is disapplied for the duration of the HS2 build and HS2 will be responsible for reinstating and upgrading the gardens in order to help mitigate the open

space permanently lost.

Phasing

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

Short and Long term (2026 – 2041+)

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

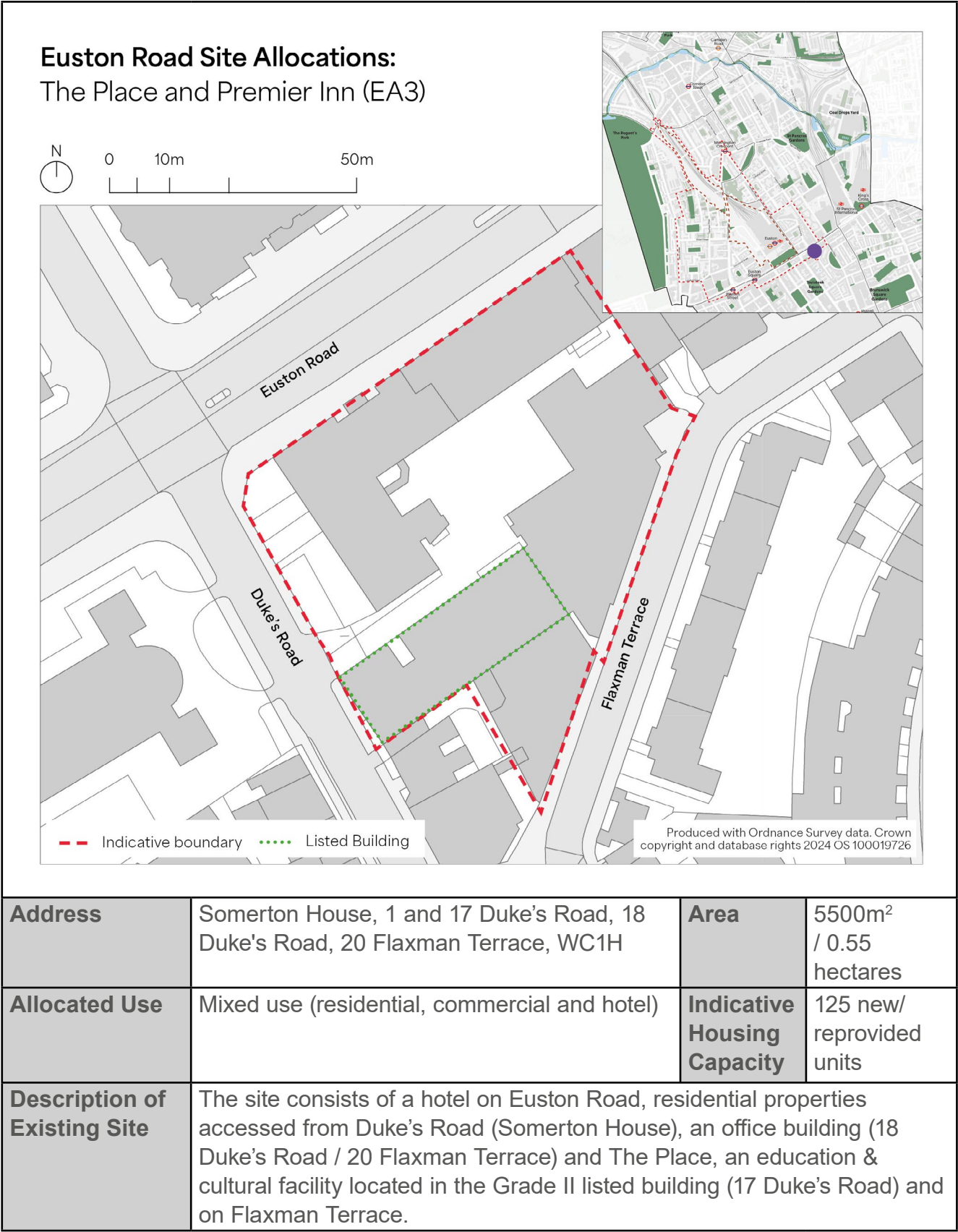
Short and Medium term (2026 – 2041)

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

Medium and Long term (2031+)

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

4. 2 EUSTON ROAD

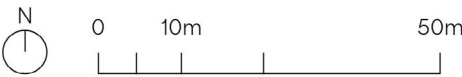


Context	<p>The site is located in the CAZ and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG. The south of the site is located within the Bloomsbury Conservation Area. Number 17 Duke's Road and attached railings is Grade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

4.2 EUSTON ROAD

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

Euston Road Site Allocations:
Euston Circus Building (EA4)



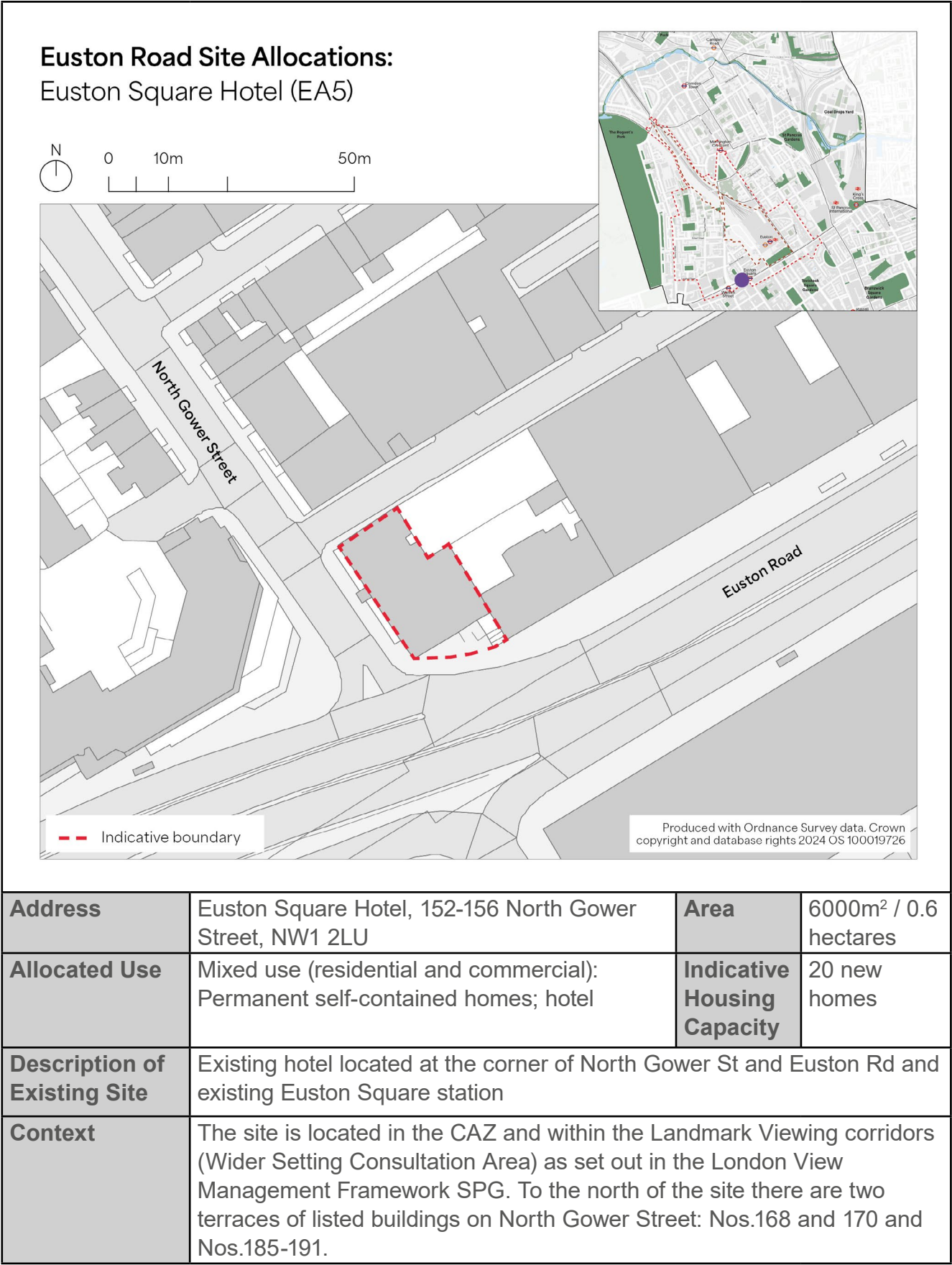
Address	250 Euston Road, NW1 2PG	Area	6500m ² / 0.65 hectares
Allocated Use	Mixed use (residential and commercial): Permanent self-contained homes; employment; retail	Indicative Housing Capacity	115 new homes
Description of Existing Site	Existing office building fronting North Gower Street, Euston Road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

4.2 EUSTON ROAD

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

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



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

4.3 CAMDEN CUTTING

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

Context:

- Historic railway cutting largely owned by Network Rail. The surrounding area is predominantly residential in nature.
- Camden Town and Regent's Park Conservation Areas bound the cutting
- Heritage assets surround the northern part of the cutting, including Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.
- In addition, the cutting area contains a number of undesignated heritage including the walls along Mornington Terrace, Clarkson Way and Park Village East, which have been identified through Camden Council's Local List process. Mornington Street Bridge itself is also an undesignated heritage asset, but the brick piers at either end are Grade II Listed structures.
- Significant HS2 construction impacts resulting in the demolition of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot.
- There may be a need for rail-related infrastructure, such as mechanical ventilation, as part of any development on the cutting area. Such provision would need to be designed to blend in with its surroundings.
- As part of EAP consultation and draft planning brief, the potential for new homes and open space above the tracks was supported by a number of respondents. However a number of respondents also considered that the space should be left open, or as open space only.
- The anticipated extent of decking over the tracks has been reduced since the adoption of the EAP in 2015. Engineering constraints and funding issues are expected to limit the extent of decking above Network Rail tracks and decking is no longer anticipated above the tracks in the northern part of the railway cutting or above the tracks on the eastern side,. However, there may be an opportunity to develop on the sidings adjacent to Mornington Terrace. Camden remains committed to decking over the tracks and will work with partners to unlock this potential.
- Replacement open space to help to mitigate the loss resulting from the HS2 scheme is shown in an area between the tracks and north of the Regent's Park Estate.

Development Principle EAP 3: Camden Cutting

At least 500 new homes (maximising the provision of permanent self-contained housing, use class C3), open space, and community facilities along with improved pedestrian and cycle links could be provided above parts of the railway cutting to help make the most of this underutilised space and reconnect communities. Green public open space should be integral to the infrastructure that makes this new part of city healthy, safe and convivial. Development should include a network of different publicly accessible and inclusive spaces with a range of sizes, forms and functions. Development proposals should be sensitive to the historic context and seek to preserve and enhance the setting of heritage assets through sensitive design and scale.

New development above and around the station and tracks to the south of Hampstead Road (as described at section 4.1) should be linked to and support development in this area.



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

Figure 4.4 Camden Cutting illustrative masterplan

4. PLACES

Land Use

New homes:

On the current understanding of land which could be enabled for development, there is potential for at least 500 new homes to be developed above the tracks and on the HS2 worksites in this area. Provision should include the maximum reasonable amount of affordable housing provision, taking into account any relevant viability issues, in line with the London Plan, Camden's Local Plan and Strategic Principle EAP1.

New jobs:

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

Social infrastructure:

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

Enabled land over tracks:

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

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

Historic character and scale:

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

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

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

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

- New development should be designed and scaled to reflect the cutting's historic setting, the different ground levels of existing streets and the height level of any new deck above the cutting. Building heights should be generally circa 16m (5 storeys) adjacent to Park Village East and with potential for a tall building, around 12 storeys, adjacent to the railway (c.40 metres from existing ground level). Development to the north side of Granby Terrace bridge may be up to around 9-10 storeys (c. 30-33 metres). There is potential for a taller building
- (c.40 metres) at the corner of Hampstead Road and Granby Terrace Bridge. These indicative heights should be measured from existing ground level on the adjacent street (2014) based on Ordnance Survey Data. Heights are indicative and the precise heights for tall buildings will be the subject of a full testing process through detailed masterplanning work and an assessment of impact in line with London Plan policy, site constraints and other factors including legibility, sunlight and daylight.
- A detailed assessment should demonstrate that the proposal does not harm, and seeks to make a positive contribution to strategic and local views and the immediate context, in particular the impact on view 4A.1 Primrose Hill, views from Regent's Park and the impact on neighbouring listed buildings:
- Development must be based on a strong and creative vision to deliver a new residential led mixed-use place that responds to contrasting neighbouring areas, and establishes its own qualities and identity as a new neighbourhood.
- Land parcels which are not above decking provide an enhanced opportunity to maximise tree planting and to create a visibly green development.
- A tree planted green new route should connect directly Hampstead Road with Park Village East, providing a new key north-south link from Euston Road to Regents Canal, linking walking routes and strategic links described within the GLA's All London Green Grid SPG.

4. PLACES

- The design of new development and materials used should respect and enhance the character of the surrounding historic townscape, responding to the character of surrounding buildings, particularly the fine grained historic terraces and villas. Remaining sections of the railway cutting walls and parapets should be retained and incorporated into the design of new development where possible and provided this contributes to place making.
- Any proposals should include a high quality landscaping strategy, which seeks to maximise provision of planting/greenery within development and consider how landscaping can be used to integrate development with the existing streetscape.
- Development proposals in the south of the Cutting should take account of the adjoining Regent's Park Estate and the potential for new buildings and open space in the immediate area (see section 4.5 and figure 4.6) so that any developments take the opportunity to knit the neighbourhood together.
- High quality comprehensive development proposals are expected to look beyond land ownership, to ensure the optimum amount of housing is delivered as well as delivering the necessary open space requirements.

Mornington Terrace

Work to inform the proposed updates to the Plan has re-examined the potential of development parcels in the Camden cutting. Much of the eastern side of the cutting will no longer be enabled for development

due to engineering constraints and funding issues. However, further work has shown the development potential of the railway siding adjacent to Mornington Terrace (as identified in the draft Planning Brief). Given the overall reduction of enabled land for development, this site provides an important opportunity for residential development, while completing a 2-sided street. Development should be contextual to the historic grain of this part of the Camden Town Conservation Area and the nearby listed buildings. A development height of up to 5 storeys would respond to the existing context. This height is indicative and the precise height in this location should be the subject of a full testing process through detailed masterplanning work and an assessment of impact, site constraints and other factors including sunlight and daylight.

In response to the draft Planning Brief, a number of local residents expressed concern at housing in this location. Concerns included potential loss of light and street trees and a lack of detailed designs available to comment on. A detailed design and engagement process which involves working with residents neighbouring the site will be essential in order to establish the scale, massing and detailed appearance to ensure an appropriate response to context and to respond to the concerns highlighted.

Active frontages along Hampstead Road:

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

Design Code:

To support the masterplan for transport related development, a design code for development above and around the Cuttings should be developed by the Master Development Partner in partnership with the Council, with effective involvement of local communities throughout the process. The design code should incorporate and develop the design principles set out in the above Design section.

Transport and Public Realm**New east-west links:**

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

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

Hampstead Road:

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

Granby Terrace:

The Council will look at the potential closure of Granby Terrace to vehicle traffic. The creation of a new traffic-free pedestrian and cycle route would also offer the opportunity for greening measures. It is noted that Network Rail require vehicle access to the tracks from the western side of the Cuttings and an access point from the western side of Granby Terrace is Network Rail's preferred option. The Council will work with HS2 and Network Rail to ensure this service access can sit alongside a future traffic-free walking, wheeling and cycling route. Future servicing of development plots should not undermine the aspiration of a traffic-free pedestrian and cycle route.

Park Village East:

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

Environment

New open spaces and amenity space:

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

There is a need to provide a large publicly accessible open space alongside residential development in the Camden Cutting area. It should support passive uses and play space, be near a public route that is easily accessible to new residents as well as existing surrounding residents and link into the open space network. The ground/decking should be designed to enable mature trees to grow. Open spaces should feel welcoming and should not be overlooked entirely by new residential development which should be carefully designed so as to not dominate the space or make open spaces feel unwelcoming to non-residents.

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

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

There is a long term aspiration for the provision of an additional, larger open space above the railway area on the northern part of the railway cutting (figure 4.4), which is currently unfunded and not part of existing spending plans. The delivery of this larger space would be extremely challenging given the engineering constraints and funding issues. Subject to these constraints, Camden will continue to work with partners to realise its provision should circumstances change in the future. The delivery of housing and employment floorspace growth at the higher end of the range (as set out in Development Principle EAP1) would lead to higher levels of need for additional open space provision, and thus create higher pressure for this larger open space to be considered as part

of development. This would enable the creation of a green cycle route from Euston to Camden Town, as well as a valuable amenity space for the existing and new community.

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

Noise

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

Delivery Strategy

Detailed delivery information for the Camden Cutting area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A comprehensive approach

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

Viability and funding

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

While HS2 Limited had indicated decking in this area would be feasible, the anticipated extent of decking over the tracks has been reduced since the adoption of the EAP in 2015 due to significant technical constraints and funding issues.

It is recognised that structural constraints may make it challenging or costly to provide

a deck for new development, but the provision of the full extent of decking shown in Figure 4.4 should be the starting point for any development proposals.

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

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

Key projects, delivery partners and mechanisms

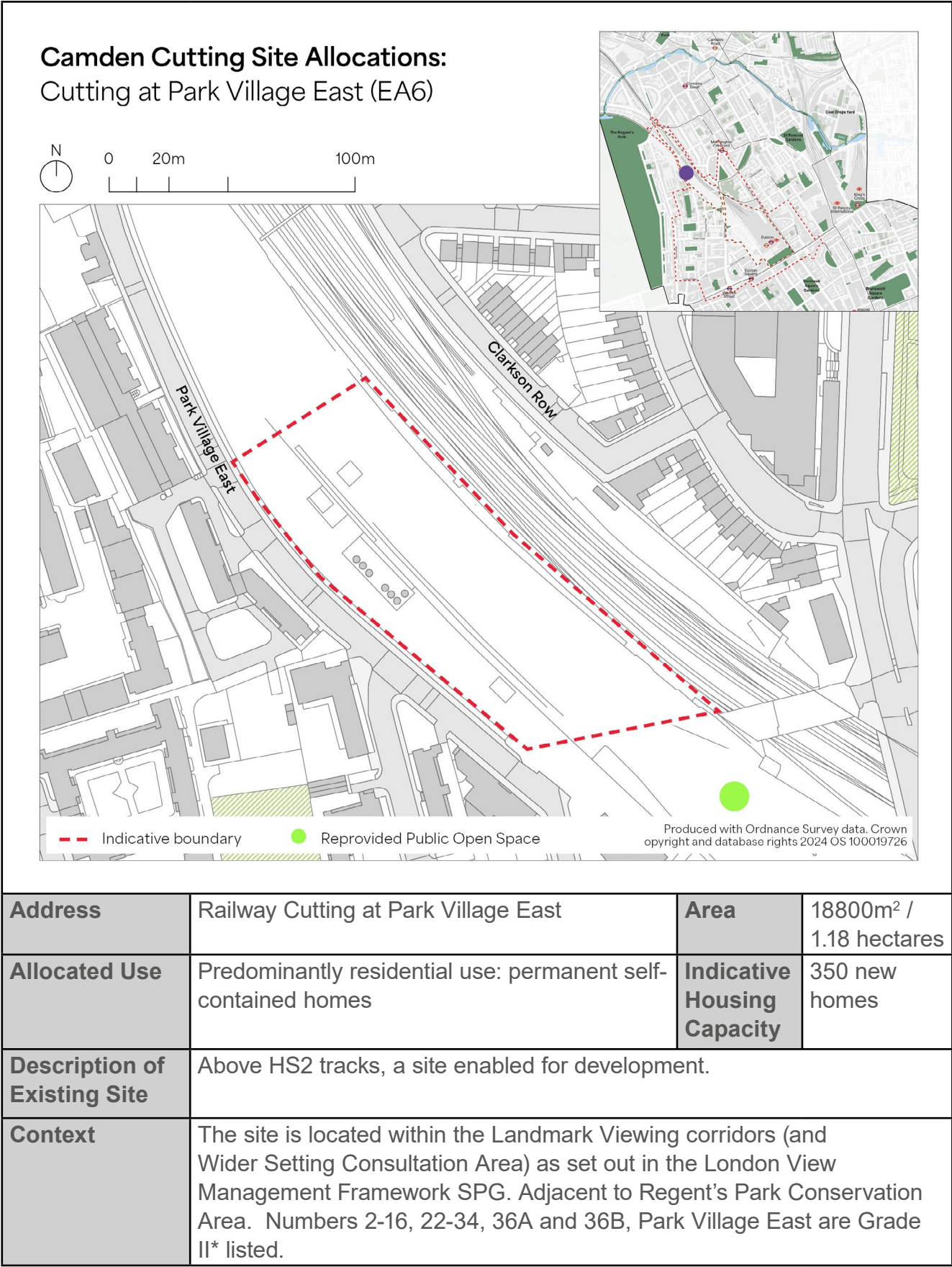
New housing and infrastructure: The Department for Transport, HS2 and Network Rail will be critical in progressing any proposals for this area. HS2 is responsible for delivering the new rail route and associated infrastructure, whilst Network Rail and DfT will have an important role in progressing the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

The MDP will need to work with these organisations to progress any development proposals for new housing, community facilities and open space provision along with enhancements to the existing green network through more detailed masterplanning and feasibility work and potentially seek to secure development partners and additional Government funding.

Phasing

It is anticipated that works to enable over-site development here would largely happen within the HS2 delivery programme with some plots requiring Network Rail enabling. HS2 completion and the delivery date of HS2's Euston station is currently being reprogrammed. Resolving the layout of the tracks will be an earlier component of HS2's work, but given the amount of change and need to retain construction compounds in this area it is not anticipated that redevelopment in this area would be delivered until the medium term (2031-2041).

4. PLACES

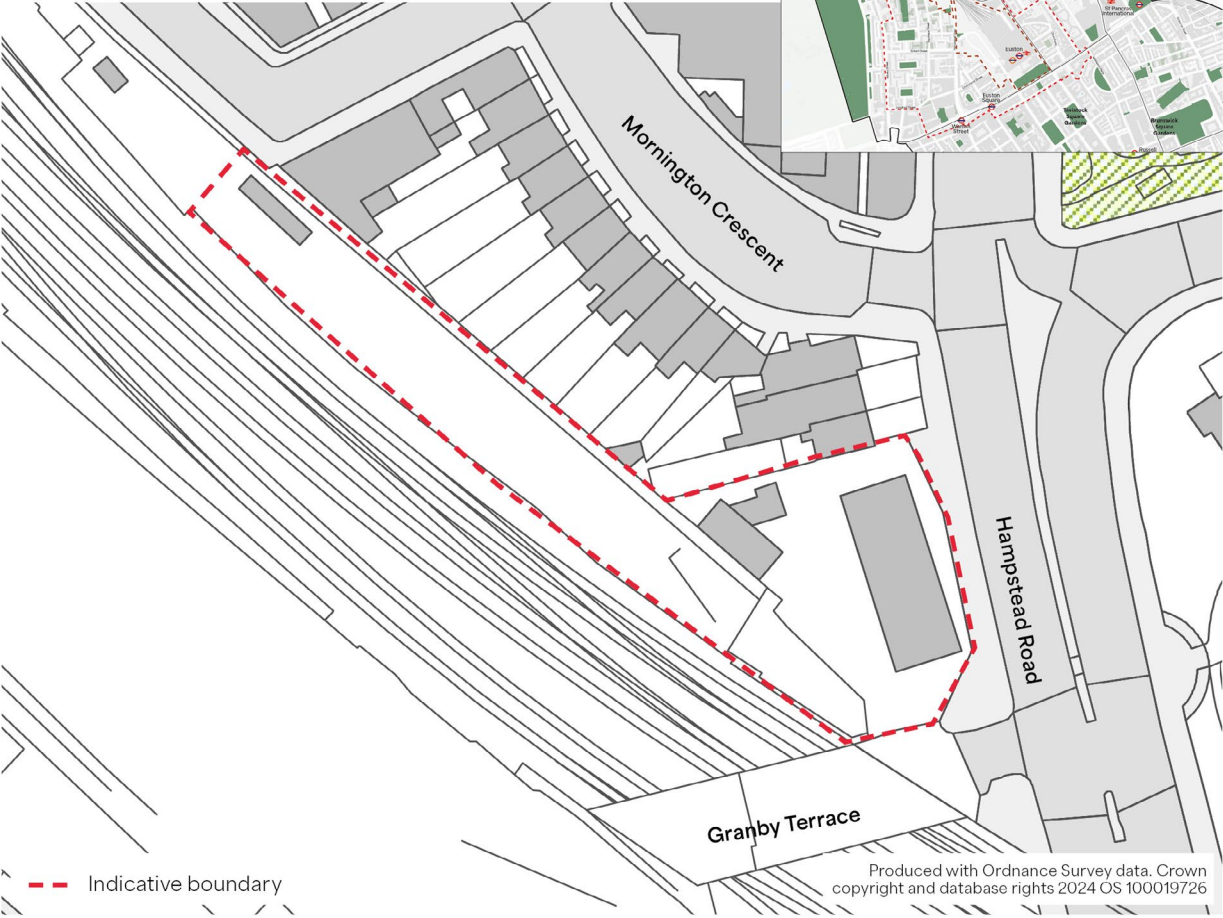


Development and Design Principles	<ul style="list-style-type: none"> • Housing led development including large green public open space • Active frontages should be provided on key routes. • Improvements to Granby Terrace bridge as a key green pedestrian route • Development proposals should explore opportunities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

4.3 CAMDEN CUTTING

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



--- Indicative boundary

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

4.3 CAMDEN CUTTING

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

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



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

4.3 CAMDEN CUTTING

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

4.4 Drummond Street and Hampstead Road

Context:

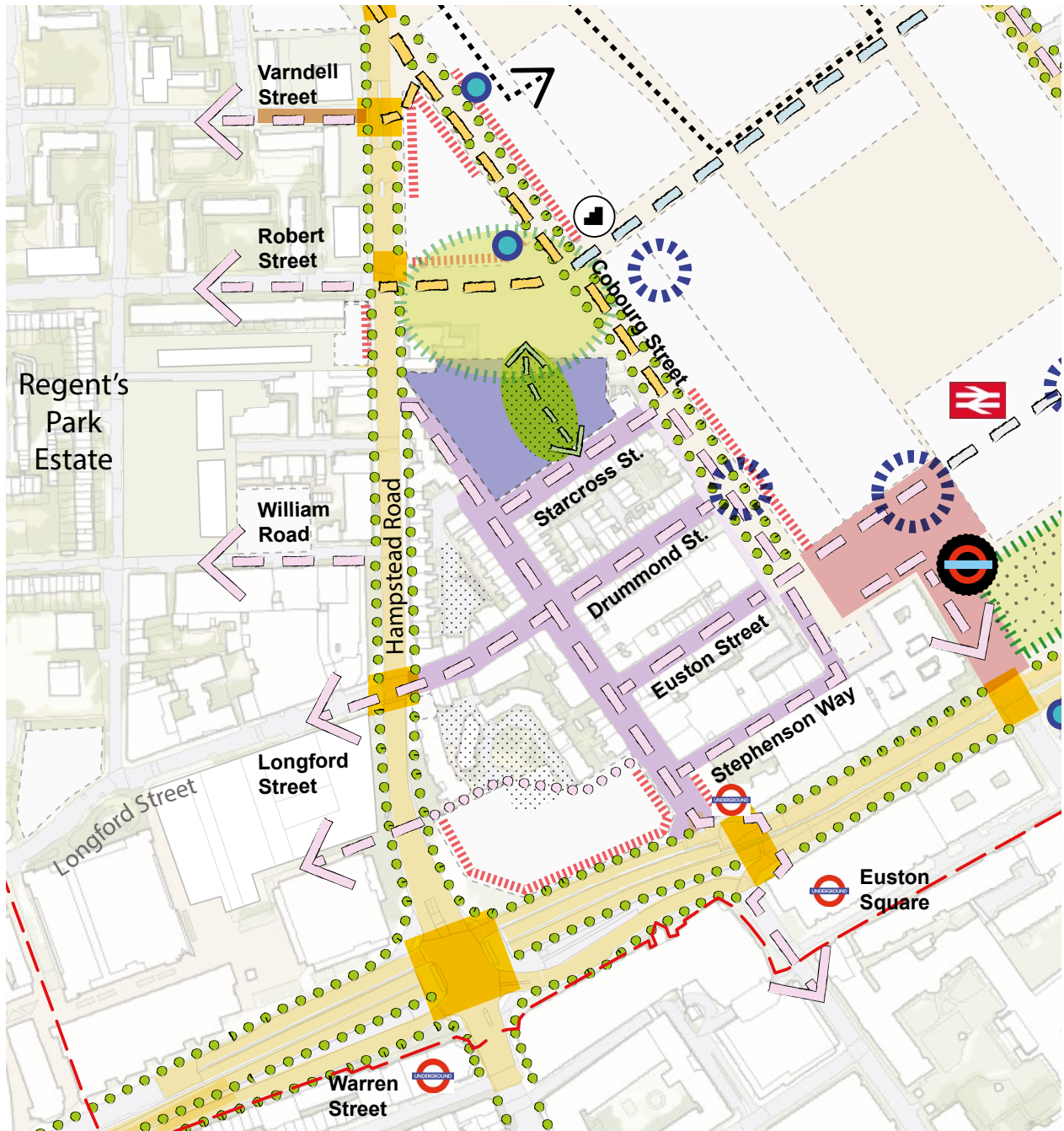
- The Drummond Street/ Hampstead Road sub area contains a mix of uses including shops, restaurants and homes. Many of these are being directly affected by the construction of HS2. Land ownership in the area is diverse, and includes public and private ownership of buildings, land and containing a number private and social rented homes.
- Drummond Street is a designated neighbourhood centre and contains a diverse mix of uses including specialist ethnic restaurants and shops. The centre is being affected by prolonged construction activity relating to the delivery of a new HS2 terminus at Euston.
- The Former National Temperance Hospital building, part of Drummond Street and St James' Gardens have been demolished to make way for the new HS2 station.
- There are areas of historic and townscape character, including listed buildings and undesignated heritage assets in the Drummond Street area as well as the old school building on the Maria Fidelis site. On North Gower Street, Drummond Street, Euston Street, and Starcross street developments have largely retained the original scale and the historic street pattern, a fine-grained regular Georgian Street layout, remains.
- Part of the Maria Fidelis site is temporarily occupied by the main HS2 Euston site office, the Camden Construction Skills Centre and the Euston Community Hub.
- The southern end of Hampstead Road is dominated by large office developments and the new HS2 terminus is likely to further strengthen the attractiveness of the area as a location for businesses.
- The Euston Town BID, funded by the HS2 Business and Local Economy Fund, have worked with traders to install newly designed shopfronts to many businesses on Drummond Street improving the appearance of the area. They are also bringing forward other projects to improve lighting and to address anti-social behaviour.
- Parts of the Hampstead Road area are weakened by the poor street scene and require improvements, for example the blank building frontages facing onto Hampstead Road which should be replaced by active frontage as part of any redevelopment.
- Hampstead Road is part of the Transport for London Road Network, and provides an important north-south road connection between Euston Road and Mornington Crescent, but traffic dominance reduces the attractiveness of the local environment.

4. 4 DRUMMOND STREET & HAMPSTEAD ROAD

Development Principle EAP 4: Drummond Street & Hampstead Road

Development proposals in the Drummond Street and Hampstead Road area will protect and build upon the existing character of the area and heritage assets, and take opportunities to enhance connections, the public realm and building frontages where appropriate. Key priorities include the provision of a replacement public open space in the area and the protection and enhancement of the Drummond Street area as a unique, successful and characterful neighbourhood centre along with the delivery of new homes where opportunities arise, for example the former Maria Fidelis School site could be redeveloped to deliver new homes.

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


















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

Figure 4.5 Drummond Street and Hampstead Road illustrative masterplan

Land Use

A balanced mix of new uses:

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

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

Protecting Drummond Street's role:

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

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

Authority will protect the established character of the neighbourhood centre.

- The Council has introduced an Article 4 Direction to remove a permitted development right that allows uses within Class E to change to residential use without planning permission. Change of use from ground- floor commercial to residential should be avoided, in order to maintain active frontages and protect the commercial role of the centre.
- The scale and form of any new or altered ground floor frontages in the Drummond Street/ Euston Street area should reflect the fine grained nature of ground floor frontages in the area, in order to maintain existing local character.
- Supporting meanwhile uses to help keep property in use during the construction period of HS2 in particular and in line with the principle set out below.

Supporting meanwhile uses:

Properties immediately west of the HS2 Euston Station footprint are being significantly affected by construction works and by proximity to the station building.

Flexibility will therefore be applied in considering proposals for 'meanwhile' uses for developments if the current use is not viable as a result of construction work associated with HS2. In exceptional circumstances, a permanent change of use would be considered where it can be demonstrated that the use would no longer be viable due to the changed context station building or use.

Design

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

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

Design of new development:

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

- **Former Maria Fidelis school site:** Design guidance for these site allocations is provided at the end of Section 4.4.
- **Triangle Site (north of former Maria Fidelis):** Design guidance for the Triangle site is included in the Euston Station (EA1) site allocation (Section 4.1).
- **Cobourg Street:** Should become a green and primarily pedestrian street with active ground-floor uses that contribute to the life and vibrancy of the public realm. Areas of office lobbies, station frontages, and back-of-house uses and servicing should be minimised. The scale, mass and height of new development should remain in keeping with the fine grain urban blocks. Over the longer term, the frontage on the west side of Cobourg Street, located between (and incorporating parts of) Drummond Street and Euston Street could be redeveloped to provide a more attractive frontage that responds better to its new context.
- Active ground floor uses will be sought on frontages facing onto Hampstead Road and the proposed new public open space.

Transport and Public Realm

Drummond Street area public realm:

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

Enhanced Hampstead Road public realm:

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

HS2 Station north west entrance:

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

Hampstead Road:

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

TfL and Camden Council's Euston Healthy Streets project will review the role of Hampstead Road and seek to maximise opportunities to encourage more sustainable transport along Hampstead Road. Where appropriate, road space will be reallocated to provide additional facilities for pedestrians, cyclists and public transport users.

Encouraging cycling:

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

Minimising the impact of taxis and private hire vehicles:

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

A taxi and private hire vehicle (PHV) rank should be integrated into a development plot in order to make the best use of land and the design should be carefully integrated into the public realm to ensure that vehicle movements do not negatively impact on pedestrians or cyclists. A strategy for managing taxis and PHVs at Euston Station should be developed, implemented and managed by Euston Partners, to ensure taxis are not being over-provided for or over-ranking on the public highway. This issue is dealt with in the Euston Station policy text at section 4.1.

Environment

New open space:

St. James' Garden, permanently lost as a result of HS2 work, provided a generous green space for quiet and respite, with mature trees and was designated a local Site of Importance for Nature Conservation. It is expected that these qualities will be reprovided as part of the open space provision at Euston. New open space will be provided as part of HS2 Ltd's mitigation for the loss of open space and biodiversity, including St James' Gardens. Opportunities to create new public squares and spaces on streets to meet needs generated by growth and development in the Euston area and to address the existing shortfall should also be considered. Opportunities should be maximised to use the open space to deliver the priorities established in Section 3.6 (Open space strategy).

Greening of Hampstead Road:

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

Delivery Strategy

Detailed delivery information for the Drummond Street and Hampstead Road area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

Impact of HS2 and Euston redevelopment:

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

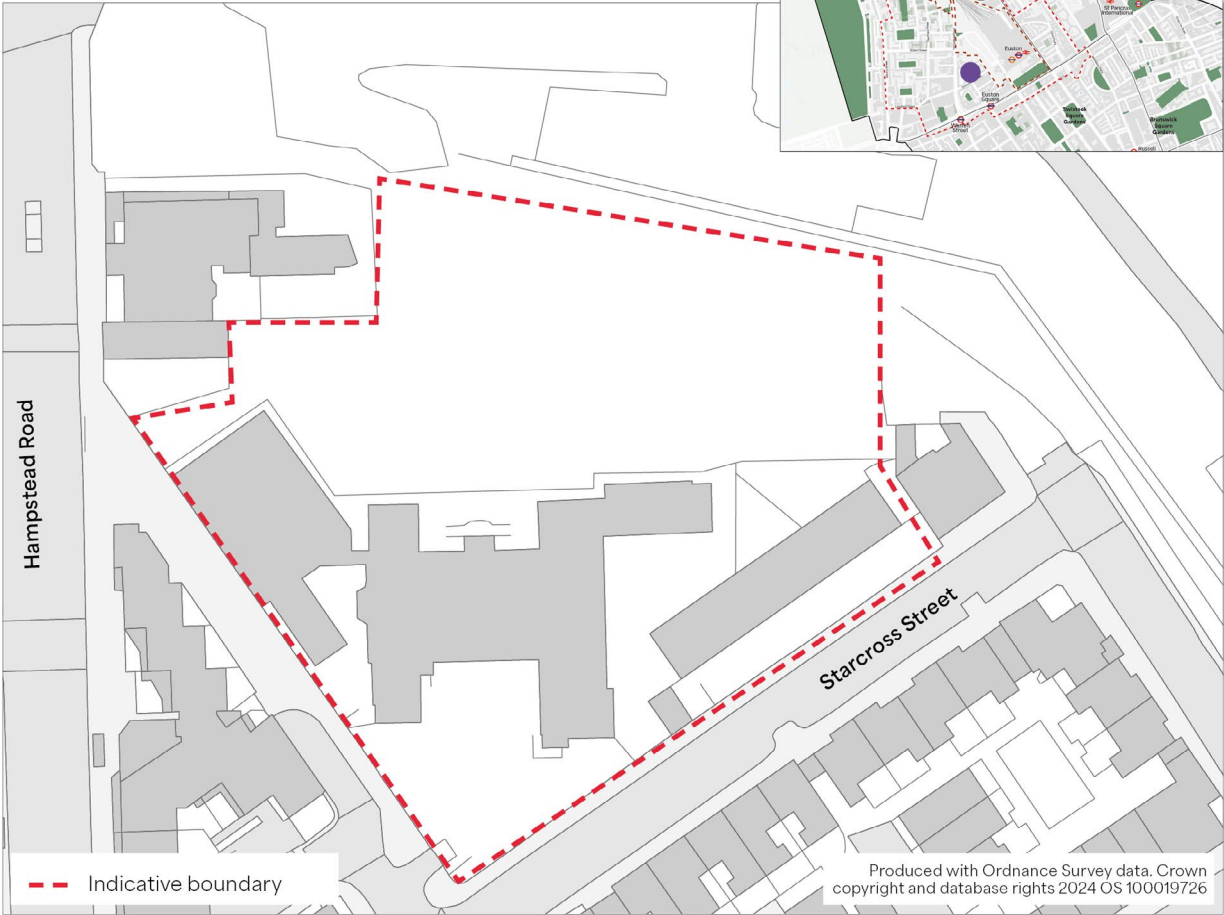
Viability, delivery partners and mechanisms for key sites/projects

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

4. 4 DRUMMOND STREET & HAMPSTEAD ROAD

- **Enhancements to historic buildings and shop fronts:** Shopfront improvements have been delivered in the Drummond Street area. To continue this work, further funding would need to be identified. Otherwise, such works would be mainly in private hands, and the Council would have mainly a facilitation role. It is likely that the value of buildings will rise with nearby regeneration, meaning that opportunities for this should emerge during the plan period
 - **New and replacement open space:** Secured as part of HS2 Act as the long term location for replacement open space (in the short term an alternate location will be required), funded through HS2. Delivery towards end of plan period following HS2 construction. Additional areas of new public square or public realm will be sought and funded where appropriate through HS2.
 - **Drummond Street pedestrian priority:** Pedestrian and cycle priority and through traffic restrictions in the Drummond Street/ Euston Street area could be implemented by Camden Council and funded by developments in the Euston area, including HS2, so far as required to mitigate their transport impacts. The area of Drummond Street occupied by HS2 for railway construction will need to be restored to a scheme agreed with the Council. Camden Council will work with HS2 to improve the quality of the public realm here in line with the aspirations of this plan. Delivery would be towards end of plan period following HS2 station construction.
 - **Public realm/ transport works to Hampstead Road:** Likely to be funded through TfL, HS2 and Camden transport budgets. Delivery would be towards end of the plan period following HS2 construction.
- Phasing**
- Other sites along Hampstead Road: as opportunities emerge during plan period.
- Short term (2026 - 2031)**
- Triangle Site to the north of Maria Fidelis
- Medium term (2031 - 2041)**
- Shop front improvements
 - Former Maria Fidelis School site (EA9)
 - Replacement open space for St James Gardens

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



Address	Starcross Street, NW1 2HR	Area	1200m ² / 0.12 hectares
Allocated Use	Mixed use (residential and commercial): Permanent self-contained homes; employment	Indicative Housing Capacity	175 - 250 new homes
Description of Existing Site	Part of the Maria Fidelis site is temporarily occupied by the main HS2 Euston site office, the Camden Construction Skills Centre and the Euston Community Hub as well as a temporary public open space		
Context	The site is located in the CAZ and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.		

4. 4 DRUMMOND STREET & HAMPSTEAD ROAD

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

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

4.5 Regent's Park Estate

Context:

- A Camden Council housing estate built in 1950s, with a Peabody estate to the north which is included within Regent's Park Conservation Area.
- Mix of building and unit types, set in landscaped space which creates a lack of clear definition between private space as well as building fronts and backs resulting in community safety issues.
- Cumberland Market open space and the London Squares of Clarence Square Gardens and Munster Square form three linked historic open spaces that reflect the historic street pattern of the area: this pattern has been substantially eroded as a result of post-war redevelopment
- Regent's Park, a designated Grade I Historic Park and Garden and part of a conservation area is immediately to the west of the estate. The estate boundary along Albany Street is adjacent to the rear of nationally important heritage assets such as the Grade I Chester Terrace has been substantially eroded as a result of post-war redevelopment.
- Regent's Park is a 10 minute walk for most residents of the estate but there is a lack of clear routes to reach it .
- Since construction started on HS2 there have been significant construction impacts for existing residents resulting in the demolition of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot, along with the loss of associated housing land, open space, play facilities and the Silverdale Tenants' Hall. During the passage of the HS2 Bill through Parliament, funding from the Department for Transport was agreed to replace these properties. Commitments were also given by HS2 Ltd in connection with reprovided open space and play space.
- To replace homes lost by the construction of HS2 116 new replacement homes across eight sites have already been delivered by Camden and are now occupied.
- In 2023, the Council entered into an agreement with HS2 whereby the Council committed to securing vacant possession of Cartmel, Coniston and Langdale blocks in the North area of Regents Park Estate. Cartmel, Coniston and Langdale are now immediately affected by the HS2 construction site in terms of unacceptable living conditions and daily construction disruption. The Council has received appropriate mitigation through the HS2 Settlement Agreement and is looking at options on how to proceed with the mostly vacated buildings. The Council's preferred option is to replace the current buildings plus Stanhope Parade and the Children's Centre with brand new high quality homes.
- Replacement community facilities for the loss of Dick Collins Hall (used as a Tenants and Residents Association TRA hall) have been re-provided at the new building Kirkfell on Robert Street.

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

Development Principle EAP 5: Regent's Park Estate

Further opportunities to accommodate new and replacement homes within Regent's Park Estate and provide wider environmental enhancements will be sought to improve the wellbeing of existing and future communities. Proposals should:

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

Uses

New homes:

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

Social infrastructure:

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

- The continued use of the Capital City College for education uses is supported, but should the college be relocated or demonstrated to be no longer needed, residential redevelopment will be considered. A mixed-use scheme which reprovider the existing educational floorspace along with residential development could also be considered.
- New or expanded primary school space where required will be funded through contributions towards providing new school spaces to meet the combined needs of new residents in the area to the west of Hampstead Road.
- It will be necessary to re-provide the Children's Centre and the Community Centre, should the existing sites be redeveloped.
- New housing development creates additional demand for community facilities including healthcare facilities. Where additional demand is created, CIL contributions will be used to assist with funding health facilities as appropriate. This is to ensure the combined needs of the potential new population are met within or close to the plan area. There should be sufficient provision of other community facilities to support new development so that additional demand does not place unacceptable pressure on existing community facilities. Contributions towards the provision of community facilities may also be expected. The co-location of services should be explored.

Design

Restoring the historic street pattern:

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

New links:

Any opportunities for new development or renewal should help to open up additional links to Albany Street and Hampstead Road (as illustrated in figure 4.6) and on the central axis of the estate between the squares, to help improve accessibility and wayfinding around the estate and to Regent's Park.

Building design:

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

Neighbouring amenity:

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

Appropriate contributions towards the provision of community facilities and replacement facilities will also be expected. In the long term, the Hpod and community facilities on Cumberland Market could be relocated within any surrounding new development and connectivity to public open space improved.

Active ground floor uses:

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

Shop front improvements:

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

Massing and Height:

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

Tall Buildings:

Tall buildings of around 10 storeys (33m) may be appropriate in this context, subject to satisfying policies in the Development Plan. Figure 3.4 shows the area that could accommodate a moment of height of up to 50 metres (15 storeys). This is a defined area (see the building heights masterplan in Figure 3.4) located outside of the London View Management Framework (LVMF) Landmark Viewing corridor but within the LVMF background (wider setting consultation area). A full justification and demonstration of impacts on the LVMF, on local views in particular from Regent's Park and on its immediate context would need to accompany proposals for tall buildings in this location. Tall buildings should be of exceptional design and bring benefits to the community such as maximising generous open space and providing high quality homes.

4.5 REGENT'S PARK ESTATE

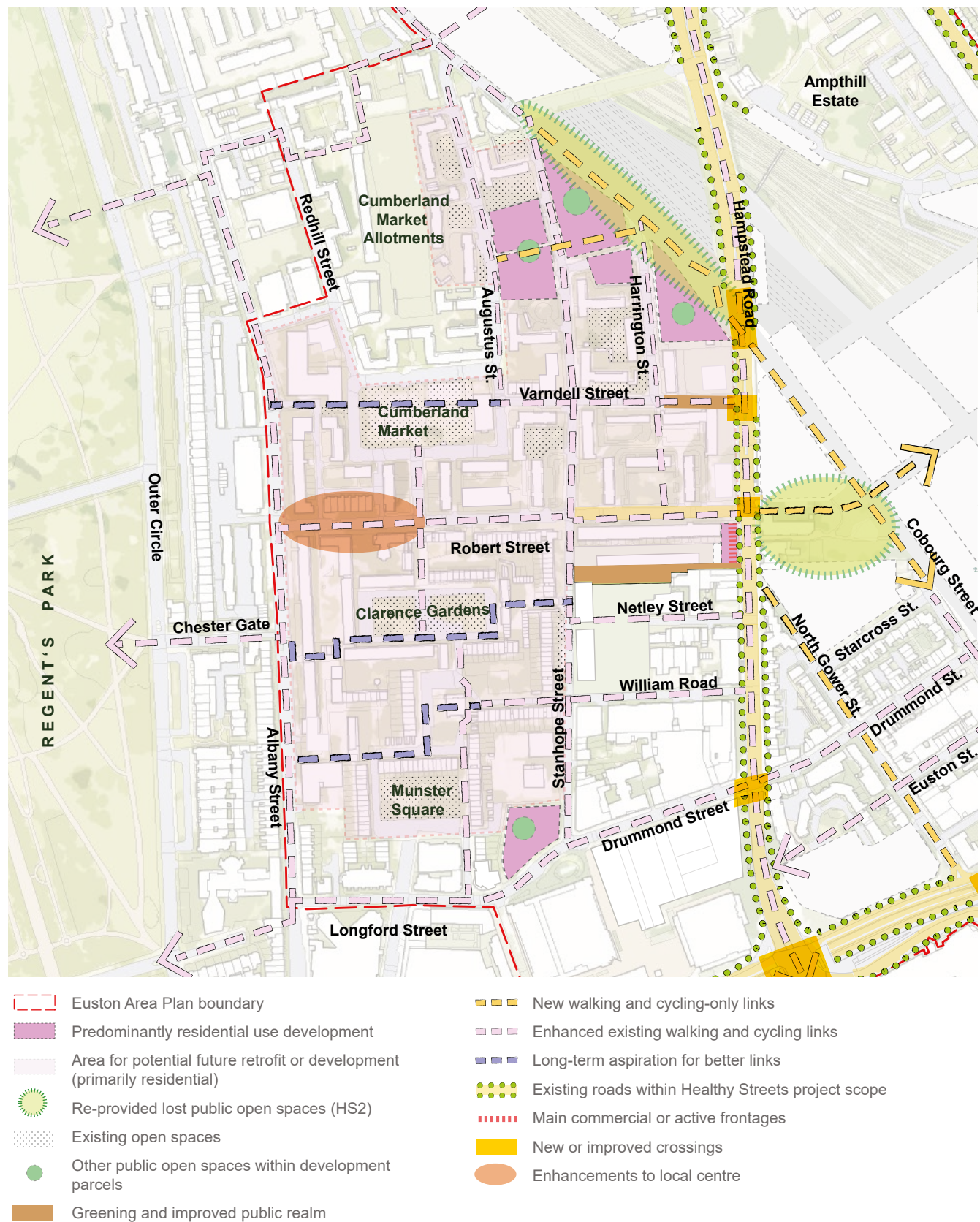


Figure 4.6 Regents Park Estate illustrative masterplan

Transport and Public Realm

New and improved links:

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

It is envisaged the new and improved links would focus on pedestrian and cycle movement. Where appropriate, traffic calming and reduction measures should be introduced to address any potential impacts related to increased traffic movements through the estate. Sustainable and active modes of travel including walking and cycling should be prioritised.

Environment

Any new development on Regent's Park Estate should be supported by low carbon and fossil fuel free heating and renewable technology to deliver net zero carbon sustainable developments. The use of waste heat from nearby station infrastructure should be explored.

In order to increase resource efficiency and embed circular economy principles, development sites will, in line with policies in the Local Plan, be expected to transform and reuse building/s rather than demolish, where feasible, target reductions in embodied carbon.

Protecting and enhancing open spaces:

The introduction of any further new and replacement housing on the estate, will lead to a need for new and enhanced open space and sports/play provision in Regent's Park Estate and a comprehensive approach to landscaping and the public realm. An estate wide open space strategy should therefore be brought forward alongside proposals for housing development / retrofit. The strategy should look at public realm, spaces and landscaping for all development sites and the wider area as part of a coordinated approach and it should include the spaces delivered/ planned to be delivered to mitigate the impact of HS2. Planning and delivery of new and enhanced open spaces should look beyond immediate land interests in order to improve placemaking and wayfinding for the estate and surrounding area. The Strategy should be agreed by the Local Planning Authority and implemented in full. The approach should include the following measures:

4. 5 REGENT'S PARK ESTATE

- **The provision of new open spaces:** new accessible local green spaces should be investigated on vacant and under-used spaces such as car parking areas and cul de sacs, where opportunities emerge.
- **Improving and protecting the squares:** Development should contribute towards further improving and protecting the three linked Squares on Regent's Park Estate (Clarence Gardens, Munster Square, Cumberland Market) and enhancing the links between them to contribute towards a well-connected network of green spaces.
- **Enhancing the use of existing green spaces:** Support further enhancing of existing green spaces on estate land through turning them into publicly accessible spaces or supporting strategies for community use such as gardening/allotments and sports and play facilities should be explored where this does not conflict with the potential for short term replacement housing.
- **Tree planting and depaving:** A net increase in the number of trees and reduction in paved areas will be pursued in association with change and development in the estate.
- **Roof gardens and balconies:** reflecting Strategic Principle EAP 5, opportunities should be taken to provide amenity space as well as contributing to the local environment through the introduction of roof gardens and balconies.
- **Green roofs and green walls:** Green roofs and walls should be incorporated into new and existing development wherever possible and appropriate.
- **Improving the use of Regent's Park:** Opportunities for residents, Camden Council, development partners and other landowners to work with Royal Parks to enhance local community access and use of Regent's Park. This could potentially be through the use of events and programmes.

Delivery Strategy

Detailed delivery information for the Regent's Park Estate area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

Replacement housing and long term planning

There has been a shorter term need to accommodate housing to replace what has been lost due to the construction of HS2. HS2 construction and further works to Euston station will also necessitate the consideration of longer term aspirations and requirements for Regent's Park Estate and its function as a whole. Camden Council will work with local residents and businesses to test the fit of this approach with their aspirations and also to refine options for the amount, type and range of housing possible at Regent's Park Estate following on from the aspirations for new and improved routes, infill and redevelopment opportunities identified at figure 4.6. The Council is working to ensure that any further homes that need to be provided in the local area remain a key priority.

Viability and funding

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

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

Delivery partners and mechanisms for key sites/projects

- **Regent's Park Estate:** Camden Council will continue to be the key delivery agent for new and replacement homes and their Community Investment Programme will continue to be the key delivery mechanism. Further feasibility work and community involvement will be required to refine the potential for any replacement/additional homes. Some open spaces have been reprovided and upgraded on the Estate however further feasibility and community involvement will be required for any further open space improvements or reprovision.
- Camden Council with funding from the HS2 Road Safety Fund, as well as other Council and developer funding sources will deliver road safety improvements including improvements for pedestrians and cyclists as part of the Safe and Healthy streets Project. This includes traffic calming and reduction measures, safer road crossings and improvements to junctions and routes for pedestrians and cyclists, along with green infrastructure and public space improvements. This funding will be spent in the Regent's Park Area, as it is currently the most affected by HS2 construction, and the proposed measures will help mitigate the negative impacts of HS2 on streets in and around the estate.

4. 5 REGENT'S PARK ESTATE

- Capital City College is expected to be progressed by its landowners.
- **Infrastructure:** The provision of or contributions towards school places, community facilities and new or reprovided open space along with enhancements to the existing public realm will be sought as part of development in the area, through the planning application process. Development could be expected to contribute to the provision of school places here where generated needs are not able to be met within constrained sites, such as above the redeveloped Euston Station and vicinity.
- **Public Realm improvement:** Opportunities to secure funding from the GLA, TfL or other sources to implement specific greening and public realm upgrades.
- Low carbon and fossil fuel free heating and renewable technology should be provided to deliver a net zero carbon housing development here. This would be progressed and funded through a combination of HS2 mitigation, or S106 contributions.
- **Shop front improvements:** Opportunities to secure funding from Lottery Funding, or support through the Regent's Park work.

Phasing

Some sites directly required by HS2 for construction have been redeveloped. The replacement of further homes directly affected by HS2 construction are being prioritised in the short term on sites within the estate and the Council will continue to progress detailed proposals with estate residents.

Short term (2026 – 2031)

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

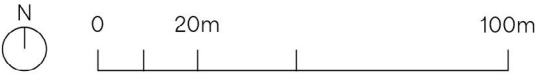
Short to Medium term (2026 – 2041)

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

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

- Capital City College (EA11)

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



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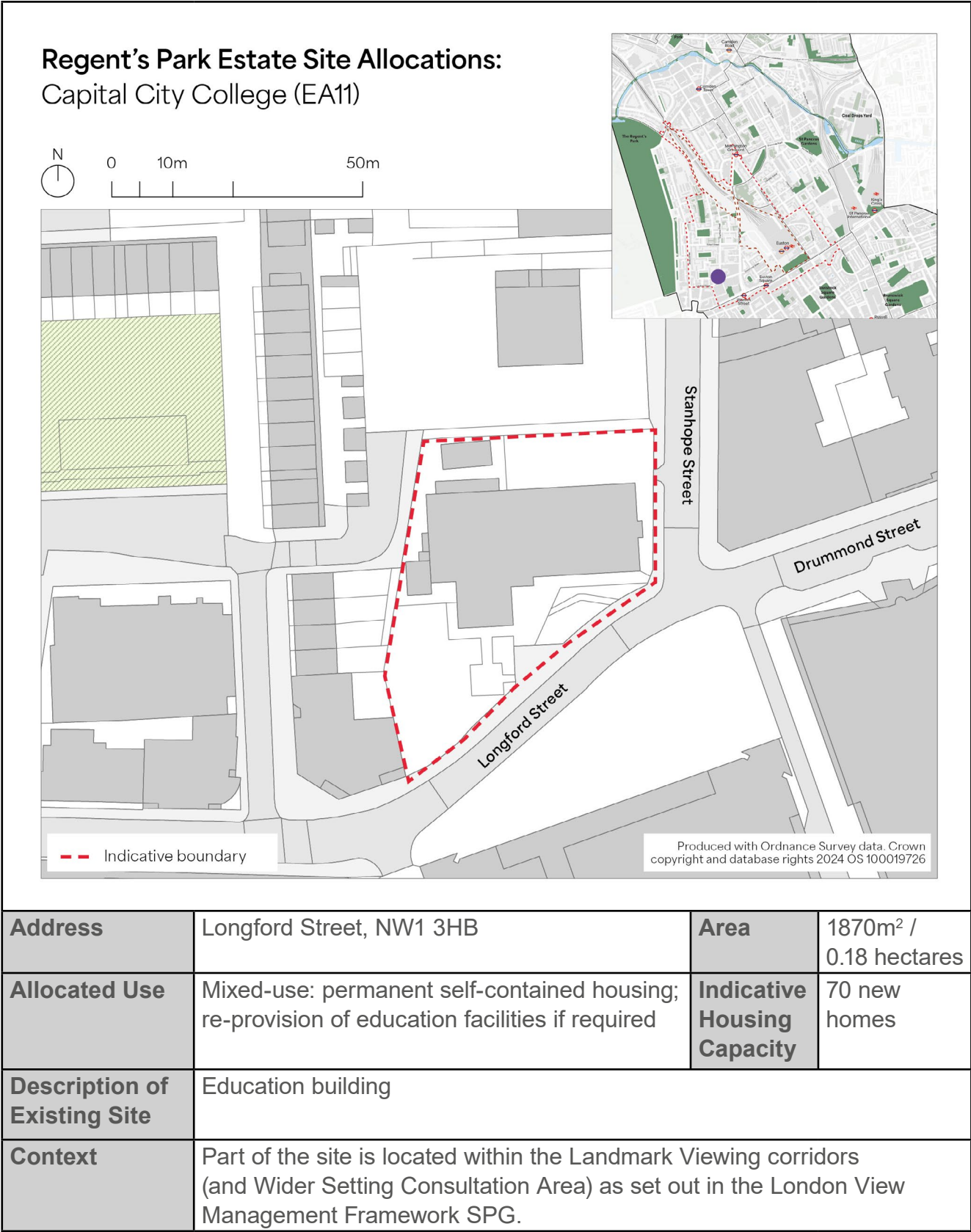
Address	Regent’s Park Estate North	Area	17000m² / 1.7 hectares
Allocated Use	Predominantly residential use: permanent self-contained homes; reprovision of community facilities; retail	Indicative Housing Capacity	450 new homes
Description of Existing Site	Housing blocks (Cartmel, Coniston and Langdale):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

4. 5 REGENT'S PARK ESTATE

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

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

4. 5 REGENT'S PARK ESTATE

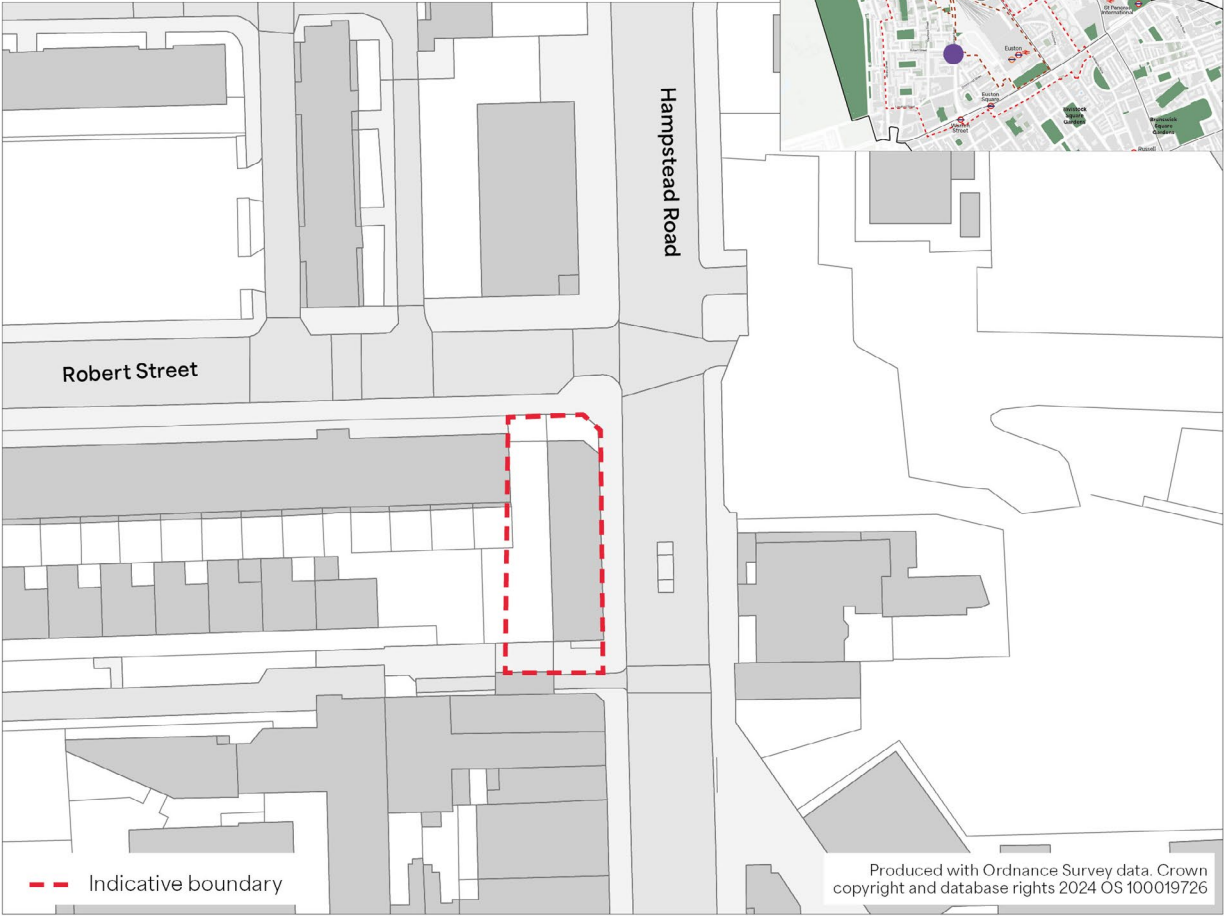


Development and Design Principles	<ul style="list-style-type: none"> • The redevelopment of the site should be considered as part of a portfolio approach to the College's estate and either redeveloped re-providing the education uses or should this use no longer be required a residential mixed use development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

4. 5 REGENT'S PARK ESTATE

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



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

4. 5 REGENT'S PARK ESTATE

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

4.6 Ampthill & Mornington Crescent Station

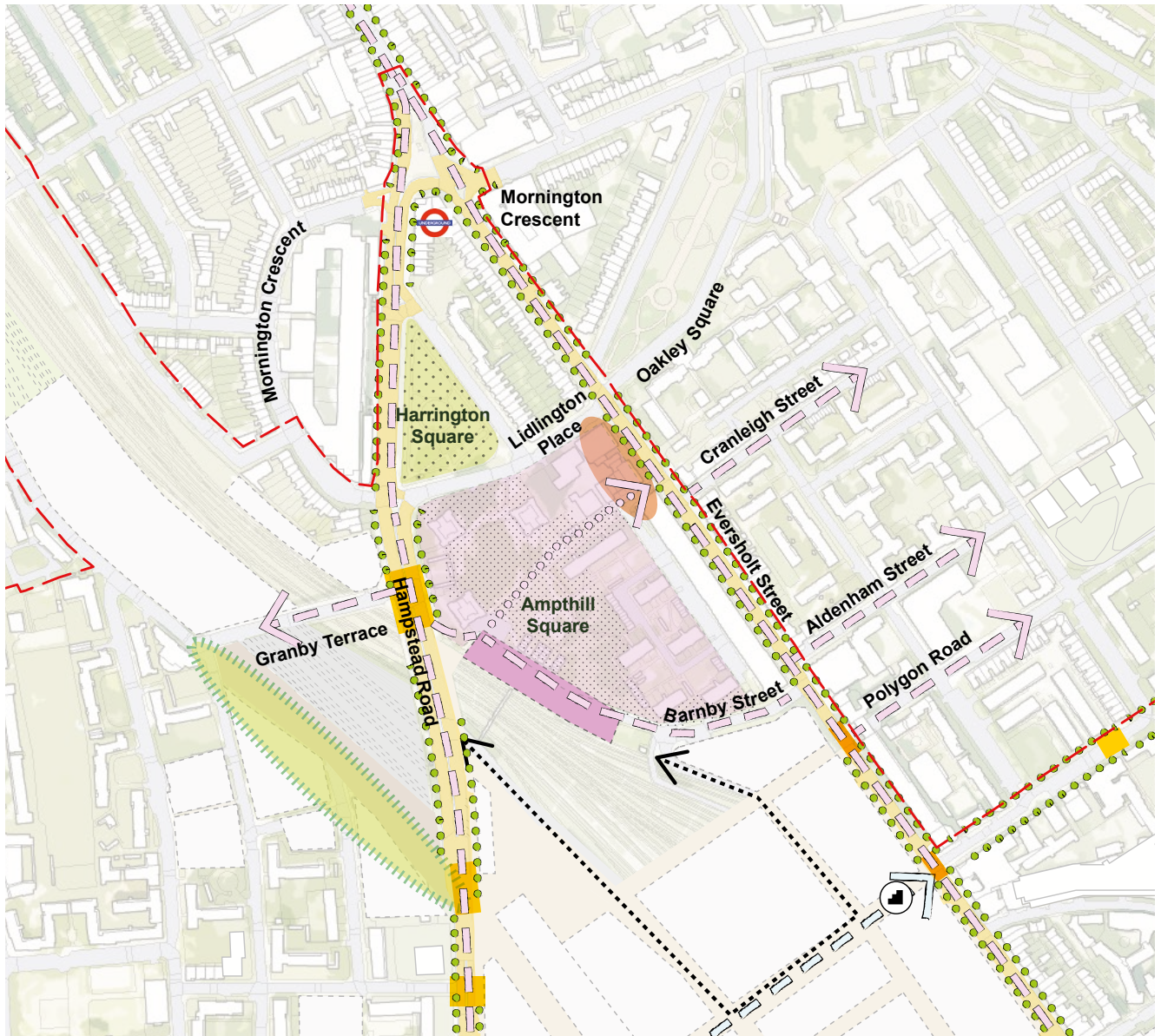
Context:

- Ampthill Square Estate is owned by Camden Council. It was built in the 1960s in an open plan layout with low community buildings interspersed with three tower blocks and includes a tenants and residents hall along its southern boundary. The estate has had significant investment in the open space and security in recent years.
- Potential to provide additional homes and jobs here, with improved east-west movement routes.
- Harrington Square and a small green space in the centre of Ampthill estate are protected under the London Squares Act and are public open space.
- Plans to make Ampthill Square Estate a greener and more attractive space for residents to enjoy have been completed as part of HS2 mitigation works.
- Works to improve Harrington Square with improvements to seating, planting and pathways and the installation of a Pump Track are underway, funded by Camden S106.
- The area includes Mornington Crescent underground station, which is connected to Euston and Central London via the Northern Line.
- There are a number of listed buildings surrounding Harrington Square including terraced housing and Greater London House.
- The area is partly covered by Camden Town Conservation Area.
- Somers Town Neighbourhood Forum (redesignated in January 2025) and plan area cover the Ampthill Estate.

Development Principle EAP 6: Ampthill & Mornington Crescent Station

Opportunities to enhance the public realm and accommodate new homes within Ampthill Estate will be sought. Proposals should:

- Enhance the design and layout of the estate to make it easier to move around.
- Provide overlooking and active frontages onto the streets to enhance community safety.
- Reprovide enhanced community facilities as part of any development.
- Enhance the setting and accessibility of Harrington Square.



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

Figure 4.7 Ampthill & Mornington Crescent Station illustrative masterplan

Uses

New homes:

Potential for at least approximately 120 additional permanent self-contained homes provided as largely infill development along the edge of the railway cutting and potentially further infill opportunities on the estate can be explored. This should include the maximum reasonable amount of affordable housing provision in line with Camden Local Plan and London Plan policies.

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

Social infrastructure:

Residential development identified in Figure 4.7 should re-provide the existing Amptill Community Hall, and contribute towards additional or enhanced community facilities where appropriate.

Design

Reinstating the historic street patterns:

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

Building frontage design:

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

Active frontages:

Creating new and or enhancing active ground floor commercial/retail uses particularly in the central section of the estate along the Eversholt Street frontage and new community uses at ground floor level of Amptill Estate railway edge site.

Neighbouring amenity:

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

Transport and Public Realm

Enhanced pedestrian and cycle links:

Enhanced pedestrian links between Mornington Crescent and Euston Stations can be achieved through a variety of measures. These include public realm improvements, road crossing improvements, improved signage and lighting, traffic management at Harrington Square and introducing new shops and activity at ground floor along the length of Eversholt Street and Hampstead Road. The redevelopment of the Royal Mail depot site (see section 4.1 for further guidance) provides the opportunity to provide further green improvements and to encourage walking and cycling along Barnby Street.

Eversholt Street:

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

Environment

Enhancements to open spaces:

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

Delivery Strategy

Detailed delivery information for the Amptill and Mornington Crescent station area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

Housing and long-term planning

Camden Council will work with local residents and businesses to test options for the amount, type and range of housing possible at Amptill Estate following on from the opportunities along the railway edge identified at figure 4.7. The Council will work with residents to identify if there are further opportunities to deliver new housing on the estate.

Viability and funding

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

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

Delivery partners and mechanisms for key sites and projects

- **Housing and community facilities:** Camden Council will be the key delivery agent for the development of housing, open space improvements and replacement community facilities at Amptill and their Community Investment Programme will be the key delivery mechanism. Further feasibility work and community involvement will be required to test the potential in more detail, working with Network Rail/HS2 to test feasibility of development next to the railway. The Housing Delivery Group or its successor may also help to support housing delivery.
- **Enhanced retail frontage/shop front improvements:** Opportunities to secure funding from Lottery Funding, or support through the CIP work.
- **Enhanced pedestrian and cycle links:** Funding and delivery of enhanced pedestrian links between Mornington Crescent and Euston Stations including public realm, crossings, signage, lighting and traffic management is likely to be led by TfL and Camden Council with potential funding sources from HS2/Network Rail or development partners and wider S106/CIL contributions from development here.
- **New links:** Any opportunities for new development or renewal should help to open up additional links between Eversholt Street and Hampstead Road to help improve accessibility and wayfinding around the estate.

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

Phasing

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

Short to long term (2026 – 2041+)

- Shop front improvements

Medium term (2031 – 2041)

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

Long term (2041+)

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

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



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

4.6 AMPHILL & MORNINGTON CRESCENT STATION

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

4.7 West Somers Town

Context:

- Eversholt Street is a key north-south route from Euston Road to Camden Town and is included in the Euston Healthy Streets project.
- Eversholt Street and Chalton Street provide most of the shops, and market, for the area.
- Somers Town links Euston to King's Cross, providing an alternative walking/ cycling route to Euston Road.
- The area suffers from poor air quality due to its proximity to Euston Road.
- Eversholt Street suffers from poor pedestrian and environmental quality opposite the blank side wall of Euston Station.
- A combined Maria Fidelis School at Phoenix Road/ Drummond Crescent has been delivered.
- Post war housing development and the expansion of Euston station has reduced connectivity particularly between Euston station and St Pancras/King's Cross to the east.
- The area is adjacent to Edwardian and inter war social housing blocks of historic importance.
- Somers Town Neighbourhood Forum and plan area cover this area.
- Somers Town is designated as a 20mph zone in recognition of its residential character.
- The wider Somers Town Community Investment Programme has been progressed by Camden Council and delivered 44 out of 79 affordable council homes so far plus community facilities including a youth club, a new community hall, improvements to Edith Neville Primary School and local open spaces. It is also the focus for a number of projects to support a safer, healthier and climate resistant community.
- In 2022, the GLA awarded Somers Town funding to become a more sustainable neighbourhood through the Future Neighbourhood 2030 programme. The project aims to help residents, businesses and organisations understand how climate change is affecting them, and pilot a programme to become an exemplar model of sustainability, to make the area more resilient to climate change by 2030. Projects include improving housing energy efficiency, developing Green Mobility Hubs, fostering the circular economy through Chalton Street Market, planting, improving street safety and empowering the community to take ownership through climate-focused solutions.

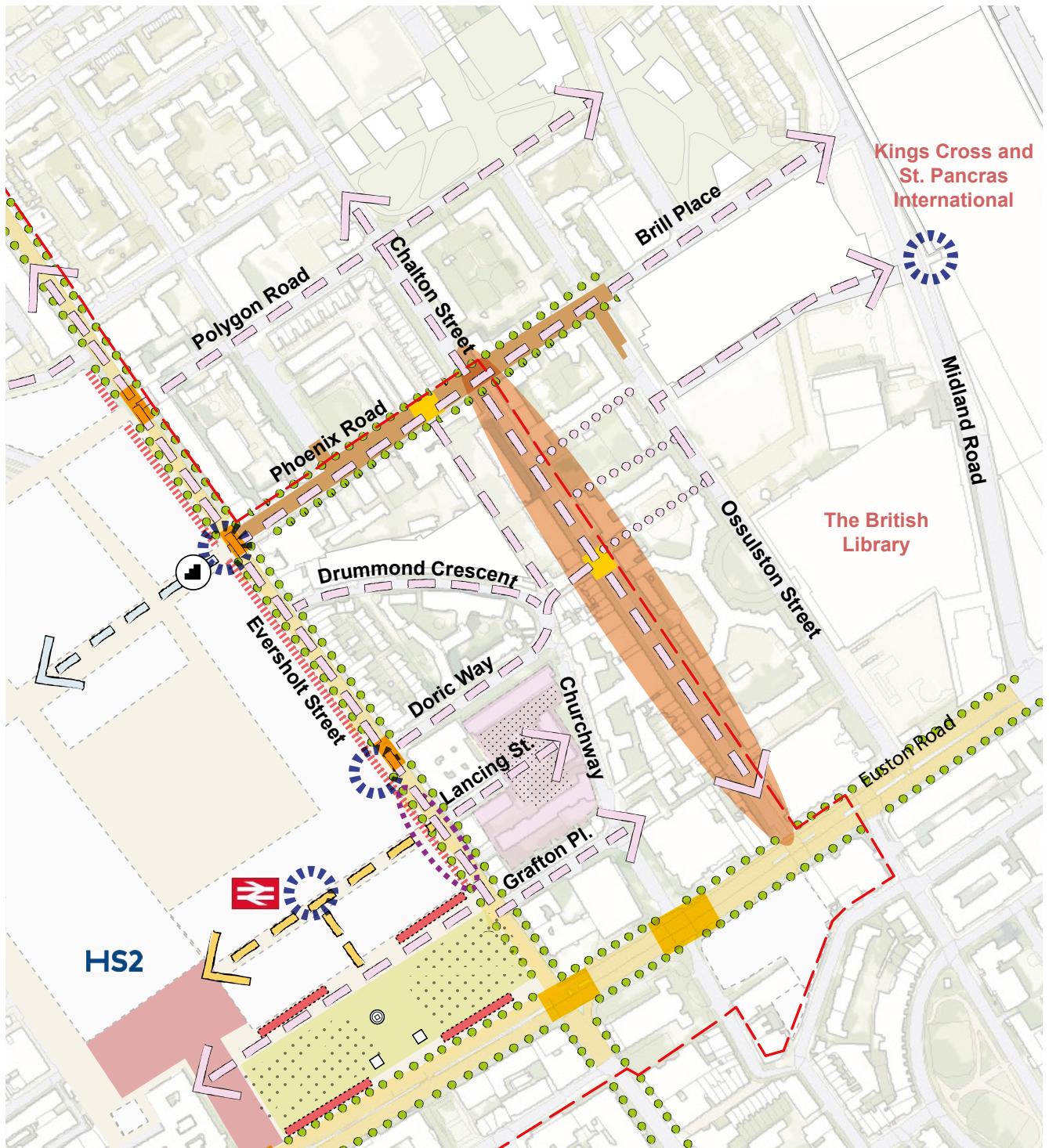
Development Principle EAP 7: West Somers Town

New and improved walking and cycling routes between Euston Station, St Pancras and King's Cross, including along Phoenix Road will help to enhance the connectivity of the wider area and will contribute towards the establishment of a low-traffic neighbourhood. Development should contribute towards creating a safer, healthier and more climate resilient community.

Improvements to Network Rail Station, over-site development (including the activation of the station edge) should be catalysts to redefining Eversholt Street as a safe and comfortable pedestrian environment, activating blank frontages, increasing green infrastructure, addressing declining retail, vehicle dominance and weak connections to Somers Town.

Eversholt Street will be a greened and vibrant Healthy Streets route with shops and ground floor active frontages on both sides of the street that prioritises sustainable and active modes of travel. Opportunities for the renewal/ intensification of Churchway Estate will be investigated working with the local community.

Enhancements to Chalton Street market and public realm here will be encouraged. Any potential construction impacts, including those that could arise from the proposed Crossrail 2 project should be carefully managed to minimise disruption to the local community.



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

Figure 4.8 West Somers Town illustrative masterplan

Uses

New homes at the following sites:

- **Churchway:** Opportunities for renewal and intensification of the Churchway Estate will be explored with residents and the local community.

Social infrastructure

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

New and improved retail:

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

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

Design

Reinstate historic street patterns:

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

Shop front improvements:

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

Eversholt Street:

Improvements to the Network Rail Station, over-site development (including the activation of the station edge) should be a catalyst to redefining Eversholt Street as a stimulating and comfortable pedestrian environment, activating blank frontages, addressing declining retail, vehicle dominance and weak connections to Somers Town.

Development on the east and west sides of Eversholt Street should provide a transition from Somers Town to the station environment, reflecting elements of the residential neighbourhood's grain, street rhythm, articulation, materiality and variety.

It will be important to ensure active uses at ground level that contribute to the public life of the street and serve the neighbouring residential community of Somers Town as well as local workers. This should include a mix of uses, including some local shopping provision, community, leisure and cultural uses which should be reflected by a smaller scale architecture and diverse building forms.

Transport and public realm

New and enhanced routes:

New development should facilitate improved east-west connections along key routes to link Euston and St Pancras stations as illustrated in figure 4.8. Any enhancements to the public realm and wayfinding should be progressed in discussion with the local community and be designed to balance with the amenity and safety needs of residents of the area, prioritising routes away from sensitive areas.

Pedestrian and cycle improvements on Eversholt Street:

Drawing on the design principles from the Euston Healthy Streets project, enhanced pedestrian and cycle facilities should be provided on Eversholt Street, particularly through improving crossing points and careful design of junctions to better facilitate pedestrian and cycle movement. Any highways improvements should not result in significant displacement of traffic into Somers Town. It is proposed that overall, through traffic on Eversholt Street is reduced to improve bus priority and the safety and amenity of walking and cycling.

Greening Phoenix Road

The Greening Phoenix Road project is being developed to help mitigate the impacts of HS2, seeking to provide open space and an enhanced walking route between Euston and King's Cross St Pancras. A series of trial improvements to Phoenix Road are to be made permanent, helping to create a safer, healthy and greener Somers Town. Opportunities to enhance and link into proposals should be explored.

Minimising the impact of taxis and private hire vehicles:

Taxi movements to and from Euston Station will need to be carefully managed in order to avoid negative impacts on the local area.

It may be necessary to make some provision for the drop-off of mobility impaired passengers along Eversholt Street. Any provision will need to be carefully designed and managed to ensure that it does not negatively impact on pedestrians or cyclists. Careful consideration should be given to this area in the strategy for managing taxis and PHVs at Euston Station. Further information can be found in chapter 4.1 Euston Station and Tracks.

Minimising the impact of future rail projects:

Although currently unfunded, proposals for a new regional or metropolitan rail route linking south west London to north east London and beyond, are safeguarded through the Crossrail 2 project. Should construction go ahead, part or all of these sites could be redeveloped and should contribute to the aspirations highlighted in this chapter.

Measures to minimise the impact of its construction on the West Somers Town community will be required, particularly through minimising demolitions and works required and managing construction impacts.

Construction

Measures to minimise the impact of construction of the Euston development on the West Somers Town community will be required, particularly through minimising works required and managing construction impacts.

Chalton Street public realm and wayfinding

Enhanced public realm and wayfinding to Chalton Street will be pursued, in order to enhance the vitality and vibrancy of the neighbourhood centre. Opportunities to support the market through meanwhile use projects should be explored.

Environment

Greening of Eversholt Street:

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

Open space:

New open space should be provided to support any housing intensification at Churchway. The open space should be delivered in line with Local Plan policies and contribute towards the achievement of the green infrastructure strategy (see section 3.6).

Phoenix Road:

Working with the local community and funded by HS2, the Council are developing plans for the greening of Phoenix Road with the aim to provide new public spaces, an enhanced walking and cycling route and biodiverse planting.

Delivery Strategy

Detailed delivery information for the West Somers Town area is set out below. See also Appendix 2 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.

A planned approach

This area is included in Camden Council's Somers Town Community Investment programme. A regeneration strategy developed to use the land assets to address the priorities of local people including new housing, the rebuilding of a school, community safety, access to jobs and training and open space has been delivered by Camden Council. At the same time the Somers Town Neighbourhood Planning Forum is working towards developing a plan for Somers Town and Amptill with the re-designation of the Somers Town Neighbourhood Forum approved in January 2025. The Forum seeks to promote sustainable neighbourhood development in Somers Town and it is hoped that the key principles contained in this document will aid the delivery of the objectives of the forum. Camden Council will continue to liaise with residents of Churchway to discuss future options for the estate.

Viability, delivery partners and mechanisms for key sites/projects

Specific delivery issues for projects are set out below:

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

Crossrail 2 (or new regional or metropolitan rail route): Appropriate funding would need to be secured mainly through Government sources.

Shop front improvements: Opportunities to secure funding from Lottery Funding, or as mitigation from HS2 if impacts on the existing shops are identified or support through the Somers Town CIP work.

Eversholt Street active frontages: The introduction of active frontages onto west side of Eversholt Street as part of Euston Station redevelopment (see also Euston Station site) would need to be provided as part of the redevelopment of Euston Station, therefore working with Network Rail/HS2/ DfT. This would require the realignment of Euston Station platforms 1 and 2 (if tracks are not lowered as part of the redevelopment of the station).

Eversholt Street public realm enhancements: Potential enhancements include crossing improvements, junction improvements, pavement improvements, signage and lighting and additional greening. Contributions towards securing improvements will be negotiated as part of station development and development in the area.

Chalton Street enhancements: Improved wayfinding to Chalton Street and support for enhancements to the market area are a key priority for the neighbourhood forum and identified as a priority through other engagement. Future Neighbourhoods funding is supporting early phases of work and additional sources of funding will be investigated along with S106/ CIL contributions from development in the area.

Phasing

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

Short term (2026 - 2031)

- Chalton Street improvements

Long term (2041+)

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



5

Delivery, Planning Benefits and Monitoring

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5. Delivery, Planning Benefits and Monitoring

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

5.1 Delivery and Viability

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

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

The area-based development principles in Part 4 seek to achieve a coordinated approach to change in each area, addressing a range of issues including transport, public realm, environment and open space as well as land use. This will ensure that the benefits of growth to the area and its community are optimised. In terms of the viability of the proposals set out in the plan, there is well established demand for commercial, institutional, retail and residential development in the Euston Area. Transaction and purchase values are high and the number of permitted and completed schemes is an indicator of fundamental viability in this location under a variety of circumstances.

5. DELIVERY, PLANNING BENEFITS & MONITORING

In considering the initial deliverability of the plan, the viability assessment focusses on the Euston Stations masterplan area. This suggests that there are variances in viability across the area but that, on balance there is scope to improve this through refinement of costs, masterplanning, efficient delivery and funding structures and the benefits of place making as development comes forward, therefore this could be a deliverable scheme. More detailed information is provided in Delivery section of the Background Report and the text below.

The high-level viability assessment that supports this plan highlights that the sites facing the most uncertainty in terms of current day viability, are those associated with transport infrastructure, where there are complex interactions between stations and tracks and development. These extraordinary costs, which are associated with enabling development add both challenges but also substantial opportunities. These costings will continue to be refined as the scheme proposals are progressed alongside wider funding and delivery structures.

The high-level viability assessment has been completed in line with Government guidance on viability and Plan making, assessing the impact of the policies in the Plan.

Specifically in relation to the Euston station masterplan sites, the viability assessment notes the difficulty in accurately establishing enabling costs until further design work is carried out and contracts are let and that there is the opportunity for additional funding streams to come online over the timescales envisaged.

As there are currently no confirmed design for the National Rail, HS2 or London Underground stations, the approach taken establishes a figure for enabling costs using benchmarking and professional judgement. It is expected that the costs for development associated with railway infrastructure at Euston will become known incrementally over the various stages of development and in line with Government guidance, the assumptions made on costs will continue to be reviewed enabling the viability to be reviewed as additional information on costs is available, this includes throughout the pre-app and application process. Information will need to be shared in an open and transparent manner to allow for an approach which accounts for the complexity of the project. It is expected that viability, and therefore affordable housing delivery and other contributions towards public benefits, will be reviewed at key milestones / as each phase of the Euston Masterplan is progressed given the long-term nature and phasing of the scheme over the railway/stations.

Across the EAP sites where viability assessment(s) are required to be provided to support a planning application such assessment(s) will be undertaken in accordance with National Planning Practice Guidance (PPG), and GLA and LB Camden policy and guidance. Where appropriate, and having regard to London Plan policy, mechanisms will be secured through a s106 Agreement and should be assessed at the various stages of development (i.e. early, mid and late stages) in order to allow for increases in contributions, to ensure that public benefits are maximised as a result of any future improvement in viability.

5.2 Construction Management

Due to Euston's location in inner London and the presence of major roads, railway and the construction of major infrastructure projects and significant development over many years, means that amenity is a particularly important issue for the area. Residents have already endured years of construction due to HS2 and the amount and period of construction ahead is considerable. Given the long duration of works at Euston, it will be crucial for developers to learn lessons and apply improvements from earlier stages of construction (including using existing forums and frameworks and providing support for the most affected and the most vulnerable).

In accordance with the Local Plan, Construction Management Plans (CMPs) are expected for major developments to address transport/highways and environmental health impacts as well as any cumulative construction impacts as a result of activity from multiple sites in close proximity. A draft Construction Management Plan should be submitted as part of any outline and planning applications at Euston for discussion with the Council and local communities and secured by s106 Agreement. It should consider the impact of the overlapping construction of the various projects.

Communities should be actively engaged with throughout construction with Community Working Groups established and maintained. Guidance for developers and contractors on Construction Working Groups is available on the Camden website. This will also be secured in a s106 Agreement.

5.3 Working with our Partners

Central to the delivery of the Euston Area Plan will be working with our partners in the area. In particular, the redevelopment of Euston station, and delivery of associated supporting transport infrastructure, will form a central element of growth and change in the area.

This Plan has been developed by the London Borough of Camden, with assistance from the GLA and TfL as key delivery and regulatory bodies, with involvement from Lendlease (Master Development Partner), The Euston Partnership, HS2 Ltd and Network Rail during the preparation of the Plan, as well as regular meetings at officer level.

The Euston Partnership (TEP) was established in 2020 to better integrate the three major projects at Euston (HS2, Network Rail redevelopment of mainline station, and Lendlease as Master Development Partner). The Euston Partnership Board includes senior representatives from the DfT, HS2 Ltd, Network Rail, Lendlease, Camden, TfL and the GLA. The Board provides strategic leadership for the regeneration at Euston and scrutinizes the work and integration of all the projects at Euston. It is expected that any future Governance structures and/ or delivery vehicles will continue to support the delivery of the EAP.

5. DELIVERY, PLANNING BENEFITS & MONITORING

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 the Secretary of State for Transport. Camden will continue to work with these bodies, as well as other landowners and the Master Development Partner Lendlease, in taking forward the delivery of this Plan.

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

5.4 Delivery Plans

Key delivery issues are described for each site and projects within the sub areas in Part 4, including viability, delivery partners and mechanisms and phasing. A summary of all the delivery issues for each site is presented in the Delivery Plan Summary table at appendix 2 – please refer also to this.

The Council will use these delivery plans to implement the Plan and will monitor progress on the identified projects on a regular basis. The delivery context and issues for the plan areas are also discussed in the accompanying study by Metro Dynamics which was prepared to support the EAP update.

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

5.5 Phasing

The implementation and delivery of Euston Station Masterplan area Development should be coordinated across all stakeholders and ownerships throughout all stages of development, from pre-application to operation. It will be important to ensure that each phase of development is:

- Delivered as a socially and environmentally sustainable inclusive mixed-use place with its required supporting infrastructure, contributing to amenity & open space, sustainability, design quality and public benefit requirements set out in the preceding chapters. We will expect a balance of housing (including affordable housing), supporting facilities and jobs to be delivered throughout the phases.
- Constructed efficiently and with as little impact on local amenity as possible, through close working with the landowners to ensure early release of relevant plots and to ensure construction compounds are located where they will have least impact on local amenity and freedom of movement, and with other developers in the area to help reduce the cumulative impact of construction.

This Area Plan will run until 2051. 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 2):

- **Short term: 2026 - 2031**
- **Medium term: 2031-2041**
- **Long term: 2041+**

5. DELIVERY, PLANNING BENEFITS & MONITORING



KEY

Phasing 1 c. 2029

Phasing 2 c. 2032

Phasing 3a c. 2037

Phasing 3b c. 2041

Phasing 3c c. 2047

Area with development potential (residential/ open space) if possible to overcome constraints

Euston Station's masterplan area

Open space / public realm

Note HS2 construction phase is not shown above.

Figure 5.1 Indicative OSD Phasing (based on best understanding at time of writing)

5.6 Flexibility

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

Following a reset of the projects, to consider how costs could be reduced and the stations and development better integrated to address some of the challenges facing such a highly constrained site, at the time of writing, there are no confirmed station designs or costs. There is a commitment to joint working by the delivery organisations to try to achieve the best solution for Euston rather than on an individual project basis. As the designs for the stations progress, further detailed work to understand technical and cost implications of development associated transport infrastructure will be required to fully test the viability of development in this area, and figure 5.1 is based on our best understanding of how and when plots may come forward for development.

The EAP does not exist in isolation and needs to respond to a hierarchy of policy requirements including national, regional and local planning policy and under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004 be in general conformity with the London Plan. The design-led capacity study, which has informed the proposed updates to the plan, has, in line with guidance, sought to optimise development across the Plan area. Based on information shared by landowners (about where development can be enabled), it has reassessed the potential capacity of the Plan area, considering where development can be enabled and taking into account the London View Management Framework (LVMF) context and impacts on local views and

townscape, assessed appropriate heights across the Plan area. It is considered that the capacity range identified in the proposed updates to the EAP accommodate the optimal level of growth in line with relevant London Plan policies and guidance and reflect the possibility that some of the later phases may be delivered beyond this plan period.

This range is considered to be appropriate representing the capacity capable of being supported in the Euston area – able to meet both wider planning requirements and the Plan policies and objectives. Should new opportunities for development be identified through design refinement it may be possible to deliver in excess of the ranges identified. It is recognised that with the unusual costs involved in development connected to the station and above tracks, development viability will be a considerable challenge. In considering proposals for redeveloping the station and tracks area in particular, the priority will be to ensure a development of high quality and excellently designed masterplan alongside any new station(s), and if additional development or taller buildings are necessary to facilitate this, some flexibility towards other requirements in this plan may be considered with reference to London and Local Plan policy, in order to ensure that public benefits are maximised.

The uncertainty around station designs and proposals for enabling works for development creates a particular need for sensitive and flexible implementation of the Plan, including around development and connections above Euston Station and Cutting.

Decisions on planning applications must be taken in accordance with the development plan unless material considerations indicate otherwise, in line with S38(6) of the 2004 Planning and Compulsory Purchase Act. Where development is associated with railway infrastructure (as is the case over the station and tracks and in the Cuttings area) and as station designs and costs still have to be confirmed, there are a number of unique factors which could be considered as material considerations, including but not limited to, the high cost of enabling works in the area, restrictions and complexity of development owing to transport operations and the contributions to nationally important infrastructure projects and strategies.

For over-site development, where costs including for redeveloping the Network Rail station and associated enabling development are yet to be fully established, viability will need to be assessed as part of the detailed masterplanning and applications for the sites/ phases using the strategic guidance in this plan.

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

5.7 Planning Benefits for Euston

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

Planning obligations

Camden Council will use s106 planning obligations to influence the nature of development in Euston as well as to mitigate and compensate for its potential effects. S106 legal agreements will be used to manage site specific impacts (through financial and non-financial obligations) and secure measures necessary to make a development acceptable in planning terms. The main matters that Camden Council considers are likely to be addressed through legal agreements in the Borough are identified within the London Plan and Camden Local Plan. Specific priorities for planning obligations for each of the areas covered in this Plan are set out in Part 4 of this document. Within the Euston area as a whole, our priorities generally fall into the following broad categories:

- Open space and green infrastructure
- Affordable housing
- Affordable workspace
- Creating and securing local employment and training opportunities;
- Transport and other infrastructure;
- Community safety;

- New and enhanced streets and public spaces;
- Construction management;
- Community facilities and services;
- Play space
- Cultural and leisure infrastructure, including sports and physical activities
- Tackling climate change and environmental impacts
- Health and wellbeing
- Phasing and delivery

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

Community Infrastructure Levy (CIL)

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

- **Mayor of London CIL:** The Mayor of London charges a community infrastructure levy, which is used to fund strategic transport projects. The Mayoral CIL is collected by Camden and other boroughs and passed to Transport for London. It is charged across the whole of the borough with higher rates applying to the development of offices, retail and hotels in the Central Activities Zone (which applies to part of the Euston

development area). Information on Mayoral CIL charges can be found on the Mayor of London's website.

- **Camden CIL:** The Community Infrastructure Levy (CIL) enables local authorities to raise funds for infrastructure to meet the needs arising from new developments which exceed 100 sqm or add a dwelling. It is based on a formula relating to the type and size of development and is collected when planning permissions for new developments are implemented. The Council will also negotiate planning obligations to mitigate site specific issues and to allow for affordable housing to be delivered, as set out in the Local Plan. There are CIL rates for different uses and different parts of Camden which are set out in our Community Infrastructure Levy Charging Schedule. The Euston Area Plan boundary area lies across two value zones (zones A and B). The funds raised can be spent on infrastructure such as community facilities, schools, open spaces, health projects and transport infrastructure. Spending is set out in an annual Section 106 and CIL report. CIL funding priorities are set out in the Camden Infrastructure Funding Statement (IFS), which is also updated annually.
- Additional detail on the Council's approach to CIL is set out in our Local Plan, and Planning Guidance on developer contributions and the Infrastructure Funding Statement (IFS).

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

5. DELIVERY, PLANNING BENEFITS & MONITORING

Infrastructure Payments

The Council is aware of the special circumstances which affect development at Euston and is supportive of the major redevelopment proposals. In certain circumstances, it is considered that an Infrastructure Payment could be collected in lieu of collecting CIL. This is only where it allows for strategic infrastructure to be delivered at Euston which is identified in the formally adopted planning framework. Any proposals to accept any payment along these lines will be assessed in accordance with the procedure set out in CIL Regulation 73A.

It is important to note that, Euston station as a national infrastructure project should not detract from the need for obligations or contributions that are necessary to ensure that the development is acceptable and that impacts in the local area are managed and appropriate local infrastructure is provided.

The role of alternative sources of funding such as Business Rates Retention (BRR) to help secure the objectives of this plan will be explored with central Government.

The local CIL (25% of the Camden CIL) will be allocated locally by ward councillors. The spending process is guided by a Local CIL priority lists for each ward. These have been developed by ward members in consultation with their local communities and are updated periodically.

5.8 Monitoring

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

Progress and reporting on the delivery of the Euston Partnership Social Value Charter will also be a helpful tool in measuring the delivery of the plan's objectives.

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

- Fundamental change to the proposed design of Euston Station;
- Changes to growth figures set out in the London Plan or Camden Local Plan beyond those envisaged in this plan;
- Significant economic change that would affect development viability or the economic role of Euston.

Camden and the GLA will monitor the delivery of homes and employment growth in the Euston area, in order to assess performance against London Plan targets, in particular Opportunity Area targets. Camden Council will also monitor government and London wide policy and changes in legislation to make sure that the Plan continues to be consistent with relevant national, regional and local planning policies, and to identify any need to review or reassess the approach taken in this Plan.

Table 4.1 in Appendix 2 identifies whether the benefits of certain infrastructure are predominantly local or national. It will be important to ensure that contributions are made to local infrastructure.



Appendices

**Appendix 1. Policy Replacement
Schedule**

**Appendix 2. Delivery Plans - Summary
Table**

**Appendix 3. List of Development Sites
and Relevant EAP Sections**

**Appendix 4. Camden and London Plan
Policy and Objectives Checklist**

Appendix 5. Glossary

Appendices

Appendix 1. Policy Replacement Schedule

Policy Reference	Updated policy/ New policy reference
Strategic Principle EAP1: Land use strategy	Strategic Principle EAP1: Land use strategy
Strategic Principle EAP2: Design strategy	Strategic Principle EAP2: Design strategy
Strategic Principle EAP3: Transport strategy	Strategic Principle EAP3: Transport strategy
Strategic Principle EAP 4: Environment and open space	Strategic Principle EAP 4: Environment Strategic Principle EAP 5: Open Space
Places 4.1 Euston Station and tracks	Places 4.1 Euston Station and tracks
Places 4.2 Euston Road	Places 4.2 Euston Road
Places 4.3 Camden Cutting	Places 4.3 Camden Cutting
Places 4.4 Drummond Street and Hampstead Road	Places 4.4 Drummond Street and Hampstead Road
Places 4.5 Regents Park Estate	Places 4.5 Regents Park Estate
Places 4.6 Ampthill and Mornington Crescent Station	Places 4.6 Ampthill and Mornington Crescent Station
Places 4.7 West Somers Town	Places 4.7 West Somers Town
Places 4.1 Euston Station and tracks	Places 4.1 Euston Station and tracks
Places 4.2 Euston Road	Places 4.2 Euston Road
Places 4.3 Camden Cutting	Places 4.3 Camden Cutting
Places 4.4 Drummond Street and Hampstead Road	Places 4.4 Drummond Street and Hampstead Road
5. Delivery, planning benefits and monitoring	5. Delivery, planning benefits and monitoring

Site Allocations Plan 2013

Policy Reference	Updated policy/ new reference	Site allocation Reference
Site 9 – Euston Station, Euston Road	Places: 4.1	EA1
Site 10 – BHS Warehouse, 132 - 140 Hampstead Rd and 142 Hampstead Rd	Places: 4.1	EA1
Site 11 – Granby Terrace Depot	Places: 4.3	EA7
Site 12 – 110 - 122 Hampstead Road (Former National Temperance Hospital)	Places 4.1 & 4.4	EA1
Site 13 – 1-39 Drummond Crescent (Euston Traffic Garage)	Not applicable – Development completed	N/A
Site 14 – Westminster Kingsway College, Regent's Park Centre, Longford Street	Places: 4.5	EA11
Site 15 – Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East / Augustus St	Not applicable – no prospect of site coming forward	N/A

Appendix 2. 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 2051 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): 2031

 Medium term (M): 2031-2041

 Long term (L): 2041+

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
- Master Development Partner: NR/HS2/DfT development partner to deliver over- site and adjacent to the station development

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.

The table below identifies whether the infrastructure has predominantly local or national benefits. There is a need to distinguish between national infrastructure projects and those projects which will have local public benefits. It is important to note that the national infrastructure projects should not negate from the delivery of local infrastructure.

The High Speed Rail Act 2017 grants powers to build and maintain HS2 and its associated works. Through the Parliamentary process, Camden secured a package of mitigation, compensation and local management measures to prevent or minimise the impacts of construction. These mitigations should not affect the local benefits that should be provided as part of future development.

4.1 Delivery Plan: Euston Station and Tracks

Key references: Section 4.1, Development Principle EAP1, Figures 4.2

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA1: Euston Station and Tracks (Phase 3a) Sites adjacent to or above HS2 Station, and NR concourse New HS2 station and NR concourse redevelopment, with decking where required, to allow adjacent or over- site mixed use commercial development	HS2 Ltd, NR, DfT / Master Development Partner (MDP)	New HS2 station and NR concourse redevelopment: HS2/ NR/DfT Decking funded by development above and/or additional public infrastructure funding <i>This is an infrastructure project with national benefits</i>	M	Adjacent station development would minimise interdependencies between the delivery of development sites and stations. Over station development to be integrated with station redevelopment and relies on provision of decking above the station to support it.
EA1: Euston Station and Tracks (phase 3b) Sites above eastern part of NR station (trainshed adjacent to Eversholt Street) Station (trainshed) redevelopment with decking to allow over-site mixed use residential and commercial development	NR, DfT / MDP	NR Station (trainshed) redevelopment: NR/DfT Decking funded by development above and/or additional public infrastructure funding	M - L	Over station (trainshed) development to be integrated with station redevelopment and relies on provision of decking above the station to support it.
EA1: Euston Station and Tracks (phase 3c) Sites above NR eastern trainshed and Parcel Deck	NR, DfT / MDP	Station (trainshed and parcel deck) redevelopment: NR/DfT	L	Not currently in Network Rail's business case planning

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Redevelopment of NR parcel deck and tracks to allow over-site commercial led mixed use development		Decking funded by development above and/or additional public infrastructure funding.		
EA2: Royal Mail site	Landowner (currently Royal Mail)	Landowner funded	S - M	Landowner has confirmed that site is available and that there are active discussions to take this forward. Site is therefore considered to be available.
Land uses (see also Section 3.2; Strategic Principle EAP1)				
Knowledge economy uses: A combination of knowledge priority growth sector uses is required to support continued growth and success of the Knowledge Quarter.	MDP, and other land owners	On site provision	M - L	See also Section 3.2/ SP EAP1 (Economy and employment) Opportunities for short term delivery as meanwhile uses
Employment support: Construction training, skills training, job brokerage	NR/DfT/HS2 Ltd/ MDP, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, Knowledge Quarter, landowners	S106/ CIL	M - L	See also Section 3.2/ SP EAP1 (Economy and employment)
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Health / Education: CIL contribution to meet	MDP		M - L	To fund facilities in the wider area

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
requirements generated by development			M - L	
Other social Infrastructure provision to meet needs generated by development (e.g. health)	MDP	On site provision/ CIL		On-site provision or CIL 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 <i>This is an infrastructure project with national benefits</i>	M - L	
Enhanced rail station facilities. Network Rail concourse, platforms and service deck reorganised and rebuilt	HS2 Ltd. / NR	HS2 Ltd, NR, DfT	M - L	
Bicycle parking zones for the station	TfL / HS2 Ltd. / NR	HS2 Ltd/ NR/ TfL	M - L	
Bicycle parking for new developments	MDP, landowners	MDP	M - L	Development Partner to install cycle parking in line with requirements of development Plan
New and enhanced public realm, walking and cycling links. To include delivery of key routes, new/ improved crossings, wayfinding	HS2 Ltd/ NR/ MDP	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 Act .

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
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 - L	See also Sections 4.2
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 / MDP	NR, TfL, MDP, S106/ CIL	M - L	
Environment and Open Space (see also Section 3.5/ Strategic Principle EAP4/ and Section 3.6 / Strategic Principle EAP5 /Figures 3.7)				
Open spaces (maximum on-site provision within the red line boundary of a development masterplan Financial contributions towards provision elsewhere including Camden Cutting)	MDP, LBC, HS2 Ltd	Master Development partner	M - L	
Urban greening (on streets as part of public realm works)	LBC/HS2/ MDP / NR	HS2/ MDP	M - L	To be delivered as part of station/ adjacent or over-station development

4.2 Delivery Plan: Euston Road

Key references: Section 4.2, Development Principle EAP2, Figure 4.3

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
New or improved frontages	Various owners	Landowner funded	S - L	New or improved frontages
EAP4: 250 Euston Road	Landowner	Landowner funded -	M	Site promoted through call for sites. Site is therefore considered to be available.
EA5: Euston Square Hotel	Landowner	Landowner funded	S - M	Ongoing discussions with landowner. Site is therefore considered to be available.
EA3: The Place and Premier Inn	Landowners	Landowner funded	S - M	Site promoted through call for sites. Site is therefore considered to be available.
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education contributions, health facilities and other social infrastructure	Landowners / NHS	Landowner / CIL / S106	S - M	
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) Reallocation of	TfL and LBC through Euston Healthy Streets	HS2 Ltd/ NR / Euston Partnership/TfL, S106/ CIL	S - L	Timing to complement delivery of HS2.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
road space to sustainable modes and accompanying measures to reduce private vehicle traffic.				
Bicycle parking	TfL/Camden	HS2 Ltd/ NR, TfL, CIL/ S106	S - M	
Gordon Street pedestrianisation	HS2 Ltd with LBC	HS2 Ltd/ NR, S106/ CIL	M - L	
New London Underground entrance at Gordon	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/ and TfL through Euston Healthy Streets	HS2/NR/Euston Partnership/TfL/ S106/CIL	S - L	
Enhanced bus facilities	HS2 Ltd with TfL	TfL, HS2/ NR	M	
Environment / Open Space (see also Section 3.6/ Strategic Principle EAP 5 / Figure 3.7)				
Reinstatement and enhancements to Euston Square Gardens	HS2 Ltd, NR, and/or MDP	HS2 Ltd and/or MDP	M	Gardens to be reinstated as soon as practically possible following construction.
Greening Euston Road	TfL and LBC through Euston Healthy Streets	S106, CIL	S - L	

4.3 Delivery Plan: Camden Cutting

Key references: Section 4.3, Development Principle EAP3, Figure 4.4

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA6, EA7 & EA8: Camden Cutting: Residential-led development	Master Development Partner (MDP)	MDP	M	Linked to delivery of works to railway tracks associated with HS2/ Network Rail station redevelopment
Social Infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education: financial contribution to meet requirements generated by development	LBC/ MDP	CIL	M	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/ MDP	CIL	M	To be provided in conjunction with Camden Cutting development
Other social infrastructure: on site provision or financial contributions to wider enhancements, to meet needs generated by development	LBC/ MDP	CIL/ S106	M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New walking and cycling links	NR/ HS2 Ltd. Ltd/ Master Development Partner/TfL/LBC	HS2/NR/ Master Development partner/S106/CIL	M	To be provided as part of development

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Enhanced existing walking and cycling links	LBC	S106/ CIL	M	Likely to be implemented in conjunction with Camden Cutting development
New public squares	MDP	S106	M	To be provided as part of development
New/ improved crossings of Hampstead Road with Euston Healthy Streets	TfL/ LBC	HS2 Ltd/ NR, TfL, CIL/ S106	M	
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4 and Section 3.6 / Strategic Principle EAP5 / Figure 3.7)				
Langdale open space	HS2 Ltd.	HS2 Ltd.	M	Replacement open space provided as part of HS2 assurances
Net zero carbon development through low carbon and fossil fuel free heating and renewable technology	MDP	MDP /S106	M	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 4.5

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA9: Former Maria Fidelis school site	LBC/ LCR	Landowner	M	Meanwhile uses and longer term potential
EA1: Triangle site to the north of Maria Fidelis	Master Development Partner (MDP)	MDP	S	Site likely to be delivered in first phase of development.
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.
Social Infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education contributions, health facilities and other social infrastructure	LBC/ MDP / NHS	Landowner / CIL / S106	S - M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New walking and cycling links	HS2 Ltd/ NR/ MDP	HS2 Ltd/ NR/ MDP	M - L	Would be provided in association with expanded station footprint redevelopment options
Bicycle parking	TfL/ LBC	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Drummond Street/ Cobourg Street	LBC with HS2 Ltd / MDP	HS2 Ltd/ LBC, MDP, S106/ CIL	S - M	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Euston Street area public realm enhancements, pedestrian priority	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	S - M	
Hampstead Road public realm, to include pedestrian crossings and junction works	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	M	
Hampstead Road: enhanced north-south cycle lanes/ tracks	TfL/ HS2 Ltd/LBC	TfL, HS2 Ltd, CIL/ S106	M - L	Also covers Camden Cutting and Ampthill sub areas
Taxi pick up/ drop off provision	HS2 Ltd with TfL and LBC	TfL/ HS2 Ltd/ NR	M - L	
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4/ and Section 3.6 / Strategic Principle EAP5 /Figure 3.7)				
Mitigation for the loss of St James Gardens due to HS2	HS2 Ltd	HS2 Ltd	M	Replacement open space to be agreed
Net zero carbon development through low carbon and fossil fuel free heating and renewable technology	MDP / Landowner	Landowner funded/ S106	S - M	
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	The Euston Town BID, funded by the HS2 Business and Local Economy Fund, are bringing forward projects to improve lighting and to address anti-social behaviour.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Support for 'meanwhile uses'	LBC	Landowner/LBC	S - M	See also Section 3.2 ('Meanwhile uses')
Drummond Street shopfront/ historic building improvements	Various owners	Landowner funded and grants where available	S - M	Many Drummond Street shopfronts have been improved (funded by the HS2 Business and Local Economy Fund). To continue this work, further funding would need to be identified. Otherwise, mainly in private hands, and LBC have mainly a facilitation role.

4.5 Delivery Plan: Regents Park Estate

Key references: Section 4.5, Development Principle EAP5, Figure 4.6

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
Investigation of renewal/ intensification opportunities across Regents Park Estate	LBC	LBC	S - M	Potential development or refurbishment opportunities in consultation with residents
EA11: Capital City College Permanent self-contained housing; re-provision of education facilities if required	Capital City College	Landowner funded	M - L	
EA12: Surma Centre Residential led Development with replacement community facility	LBC	LBC	S	
EA10: Regents Park Estate North (Refurbishment or redevelopment of Langdale Coniston and Cartmel with Stanhope Parade units and replacement Children's Centre)	LBC	LBC/ HS2 mitigations	S - M	
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. Facilitation role for remaining privately owned frontages
Enhanced local centre/ shop fronts and	LBC/ various landowners	LBC through CIP or grant/lottery	S - M	Frontages within Camden ownership

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
introduction of more active uses: Robert Street		funding		(but leased to private businesses).
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Enhancements to existing community facilities	LBC	LBC/ S106/ CIL/ HS2 Ltd	M - L	
Education contributions, health facilities and other social infrastructure	LBC/ Landowners / NHS	Landowner / CIL / S106	S - M	
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	
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4/ and Section 3.6 / Strategic Principle EAP5 /Figures 3.7)				
Open spaces: implementation of open space strategy	LBC	LBC / MDP / HS2 Ltd	S	Open space strategy to sit alongside and support proposals for any new housing
Net zero carbon development through low carbon and fossil fuel free heating and renewable Technology.	LBC	LBC / 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
Development Sites				
EA13: Ampthill Railway Edge New residential development opportunity areas. Indicative capacity: approximately 120 homes	Master Development Partner (MDP)/ LBC	Landowner funded	M	Requires close working with the Council and residents of the estate
Investigation of renewal/ intensification opportunities on Ampthill Estate	LBC	LBC	S - M	Potential development or refurbishment opportunities in consultation with residents
Eversholt Street retail frontage/ shop front enhancements	MDP/ LBC/ Landowner	MDP / 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	Master Development Partner/ LBC	S106/ CIL	M	Linked to residential opportunity areas listed above
Education contribution, health facilities and other social infrastructure	LBC/ Master Development Partner / NHS	S106/ CIL	S - M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New/ improved crossings at Hampstead Rd and Eversholt Street	MDP/ TfL/ LBC as part of Euston Healthy Streets project	S106/ CIL	M - L	
Enhanced pedestrian links between Mornington	TfL/ LBC as part of Euston Healthy Streets project	S106/ CIL	M - L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Crescent and Euston Station			M - L	
Other enhanced existing walking links	MDP/ LBC/ TfL as part of Euston Healthy Streets project	HS2 Ltd/ NR/ S106/ CIL		
Open Space (see also Section 3.6/ Strategic Principle EAP5/ Figure 3.7)				
Harrington Square: enhancements to setting and accessibility	LBC	S106/ CIL	L	
Greened roads and Euston Healthy Streets	LBC/ TfL	CIL/ S106	M - L	

4.7 Delivery Plan: West Somers Town

Key references: Section 4.7, Development Principle EAP7, Figure 4.8

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
Investigation of Churchway renewal/ intensification	LBC	LBC	L	Camden Council to work with residents community
Eversholt Street active frontages (west side)	NR/ Master Development Partner (MDP)	NR/ MDP	L	West potential as part of redevelopment of Euston station: see EAP Section 4.1/ Figure 4.2
Eversholt Street Shop front improvements (east side)	Various landowners	HS2 Ltd/ Landowner/ LBC/ Lottery or other grant funding where available	S - L	
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. Funded as part of HS2/ LBC assurances
Eversholt Street highway and public realm Enhancements through Euston Healthy Streets	HS2 Ltd/ NR/TfL and LBC	HS2 Ltd/ NR, S106/ CIL	M - L	HS2 delivery/ funding to be provided
Eversholt Street: enhanced north-south cycle lanes/ tracks (also covers Amptill sub area)	LBC/ TfL	HS2 Ltd/ NR, S106/ CIL	M - L	
Minimising Crossrail 2 construction impacts LBC, TfL, NR	LBC, TfL, NR		L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Chalton Street enhancements: Wayfinding, enhancements to market area	LBC	LBC/ S106	S - M	Some funding through GLA Future Neighbourhoods Project
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)				
Eversholt Street greening and Euston Healthy Streets	HS2 Ltd / NR/ LBC/ TfL	HS2 Ltd / NR, S106/ CIL	M - L	

Appendix 3. List of Development Sites and Relevant EAP Sections

Existing redevelopment opportunities – site allocations



EAP reference	Site name	Chapter
EA1	Euston Station	EAP Section 4.1
EA2	Royal Mail	EAP Section 4.1
EA3	The Place and Premier Inn	EAP Section 4.2
EA4	250 Euston Road	EAP Section 4.2
EA5	Euston Square Hotel	EAP Section 4.2
EA6	Cutting at Park Village East	EAP Section 4.3
EA7	Granby Terrace Bridge/Hampstead Road	EAP Section 4.3
EA8	Cutting at Mornington Terrace	EAP Section 4.3
EA9	Former Maria Fidelis School	EAP Section 4.4
EA10	Regents Park Estate North	EAP Section 4.5
EA11	Capital City College	EAP Section 4.5
EA12	Surma Centre	EAP Section 4.5
EA13	Amphill Estate Railway Edge	EAP Section 4.6

Appendix 4. Camden and London Plan Policy and Objectives Checklist

The nine objectives for the Euston Area Plan have been adapted since the adopted 2015 to reflect consultation feedback, and the results of the sustainability appraisal process and in some cases objectives have been combined.

EAP vision and objectives and relevant London Plan policy chapters

London Plan 2021 Chapter	Euston Area Plan objective
Planning London's future – good growth	EAP objectives 1, 3 and 5
Spatial development patterns	EAP objective 3 and 5
Design	EAP objective 2 and 4
Housing	EAP objectives 1 and 3
Social infrastructure	EAP objectives 1 and 3
Economy	EAP objectives 1, 3 and 5
Heritage and culture	EAP objectives 2 and 4
Green infrastructure and natural environment	EAP objectives 6 and 7
Sustainable infrastructure	EAP objectives 6, 7 and 8
Transport	EAP objectives 7, 8 and 9
Funding the London Plan	EAP objective 5
Monitoring	EAP objective 3

EAP vision and objectives and relevant Local Plan policies

Draft new Local Plan chapter	Euston Area Plan Objectives
Development strategy – delivering healthy and sustainable development	EAP objectives 1, 3 and 5
Meeting housing needs	EAP objectives 1 and 3
Responding to the climate emergency	EAP objectives 6, 7
Supporting Camden’s communities	EAP objectives 1 and 3
Delivering an Inclusive economy	EAP objectives 1, 3 and 5
The Natural Environment	EAP objectives 1, 3, 4 , 6 and 7
Design and heritage	EAP objectives 2, 3 and 4
Protecting amenity	EAP objectives 1, 6 and 7
Safe, healthy and sustainable transport	EAP objectives 1, 3, 5, 6, 7, 8 and 9
Delivery and monitoring	EAP objectives 1 and 3

Appendix 5. Glossary

Affordable housing:

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

Amenity:

The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents and visitors to the location.

AOD (above Ordnance Datum):

Used to specify heights above mean sea level on General Arrangement and other technical drawings.

Area Action Plan:

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 is required to be Examined by a Planning Inspector and should be prepared in consultation with local communities.

At-grade:

Street level

Avison Young Land Use (viability) study:

A study commissioned by the Euston team at Camden to do a review of land use mix and produce a land use mix report. In addition, the study provides a deliverability and viability assessment.

Blue roofs:

A type of roof designed to manage stormwater by temporarily storing rainwater and then gradually releasing it. This helps reduce the risk of flooding in urban areas where there are limited permeable surfaces for water to infiltrate.

Build to Rent:

New build residential blocks that are built specifically for renters rather than for sale.

Camden Local Plan:

A key strategic document that sets out the vision for shaping the future of the Borough and contains policies for guiding planning decisions. It was adopted in 2017 and has replaced the Core Strategy and Camden Development Policies Documents.

Camden Planning Guidance:

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

Circular economy:

Where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste.

Community Infrastructure Levy (CIL):

A charge that local authorities can impose on new developments to help fund the infrastructure needed to support the development.

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 linking the national rail networks in Surrey and Hertfordshire via an underground tunnel through London.

Design Code:

A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area. A design code for Euston should be developed by the Master Development Partner in partnership with the Council and local communities.

Embodied carbon:

The carbon footprint of a building or infrastructure project before it becomes operational. It is the carbon dioxide (CO₂) emissions associated with materials and construction processes throughout the whole lifecycle of a building or infrastructure.

Euston Area Plan (EAP):

A document which sets out objectives and planning policies to guide new development, improvements and change in the Euston Area, jointly developed by the Greater London Authority (GLA), Camden Council and Transport for London (TfL).

Camden Council adopted the Plan in January 2015 as a Local Plan. The Mayor of London also adopted the Plan as supplementary planning guidance to the London Plan in January 2015.

Euston Healthy Streets:

Euston Healthy Streets (EHS) is a joint project between Transport for London (TfL) and the London Borough of Camden (LBC). Its purpose is to carry out a strategic review of the streets surrounding Euston Station (Eversholt Street, Hampstead Road and Euston Road), in order to enable these streets to respond to regeneration and changing travel demands, in a way that is sustainable and meets Healthy Streets objectives.

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 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.

Green roads:

Roads that incorporate sustainable and environmentally friendly practices to reduce their ecological impact.

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 responsible for developing and promoting. The high speed rail link will terminate Euston Station, connecting London to the West Midlands during phase one and then extending the line to Crewe and Manchester during phase two.

King's Cross / Euston Road Central**London Frontage:**

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

Knowledge Quarter:

An area around Kings Cross, the Euston Road and Bloomsbury with over 100 academic, cultural, research, scientific and media organisations focusing on support for innovation, collaboration and knowledge exchange.

Legible London:

A new system of pedestrian signage that has been 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.

The London Plan:

The new London Plan was adopted in 2021 and is the overall strategic plan for London. It sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. 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.

London View Management Framework (LVMF):

Supplementary planning guidance for the London Plan designed to help protect important views across the capital, from parks and other public spaces that take in important buildings, to urban landscapes that help define London.

Low Energy:

Using low energy methods, and allowing a very low and very efficient use of energy during operation and construction.

Major developments:

Major developments are regarded as developments of 10 or more homes or a floorspace of 1,000sqm or more, including student housing and non-residential development.

Mayoral CIL:

A charge imposed on new developments in London to help fund major infrastructure projects. Developers pay this levy based on the additional floor space their projects create. The funds collected are used to improve transport and other essential infrastructure in the city.

Mobility hub:

Locations which provide shared, environmentally sustainable methods of travel, such as bike and e-scooter hire, dockless bikes, shared cargo bikes and other shared mobility services such as car club bays.

National Planning Policy Framework (NPPF):

Sets out the Government's planning policies for England and how these are expected to be applied. These are material considerations in all planning decisions.

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.

Net Zero:

The balance between the amount of greenhouse gases emitted into the atmosphere and the amount removed from it.

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 EAP was produced as an Opportunity Area Planning Framework adopted by the Greater London Authority (GLA) in 2015.

Over Site Development:

The development of land or property above existing infrastructure, such as railway stations or other transport hubs.

Over-station/site development (OSD):

The area above Euston station that will be developed with new homes, offices, shops, leisure and community facilities and green spaces.

Permeability:

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

PHV:

Private hire vehicles

Planning Authority:

A public authority which is generally the local authority, in this case Camden Council, whose duty it is to carry out specific planning functions for a particular area.

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.

Residents Advisory Group (RAG):

A community group created by Camden Council to bring together a diverse range of people from the Euston area to hear evidence, voice their views on issues and produce a set of recommendations to make changes locally.

Redevelopment of Euston Conventional Station (RECS):

A project to address current issues at the existing Euston station including insufficient passenger capacity, ageing assets and poor user experience as well as planning for future drivers such as passenger growth, interchange requirements and continuing operations. The new HS2 terminal will impact the conventional station by reducing the footprint and number of platforms available. The RECS project will set out a clear plan for temporary and permanent works to the existing station.

Retrofit:

Changing the systems or structure of a building after its initial construction and occupation. This work can improve amenities for the buildings occupants and improve the performance of the building.

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 Local Plan. These allocations are intended to assist in delivering the priorities and objectives of the Council's Local Plan and the London Plan.

Section 106 (S106):

An agreement between a developer and LBC that ensures developers contribute to the infrastructure and services needed to support new developments.

Social infrastructure:

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

Social Value:

Social value provides additional benefits, for individuals and communities, generated by development beyond its primary purpose. This is generally split into three main categories – social, economic and environmental.

Outlining and monitoring Social Value commitments is an effective way to address concerns in these three areas and in doing so improve the quality of life of people.

Stations:

The combined HS2 and National Rail station site, unless otherwise stated.

Sustainable infrastructure:

The design, construction and operation of infrastructure projects in a way that ensures they are environmentally friendly, economically viable, and socially beneficial throughout their entire lifecycle.

Taxi rank:

Dedicated queuing area for taxis.

The Euston Partnership (TEP):

The Euston Partnership was established to better integrate the three major projects at Euston: HS2's construction of the central London terminus and improved tube connections, Network Rail's redevelopment of the mainline station and the wider development of the urban environment managed by the Master Development Partner (MDP), Lendlease.

The Partnership brings together the three projects alongside Camden Council, Transport for London, the Greater London Authority and the Department for Transport - providing a single guiding mind for the entire Euston Campus to ensure a collective effort to drive forward the benefits for all those who live, work and travel through Euston.

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 - A zone set by the Mayor of London and TfL where vehicles need to meet ULEZ emission standards or pay a daily charge in order to clean up London's Air. ULEZ operates 24 hours 7 days a week, covering all areas within the North and South Circular Roads.

Viability:

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

Wayfinding:

Visual markers or information points facilitating pedestrian and cyclist navigation.

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