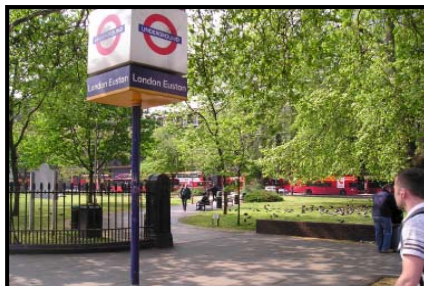


EUSTON: A FRAMEWORK FOR CHANGE

SUPPLEMENTARY PLANNING DOCUMENT



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SUPPLEMENTARY PLANNING DOCUMENT

Forward

This planning framework indicates how aspects of the Euston area may successfully and sustainably change in the future. It is intended to provide a context for development and other change for Euston station and the area around.

This context will be relevant to all developments to a greater or lesser extent, and guide the council in the implementation of its own programmes and use of public assets as part of its “placeshaping” role. Both general and more specific aims for the area are thus provided to help all those who already have an interest or may become involved

New development will have differing spreads of benefits and impacts, potential sites may come into focus at different times, and different elements of socio-economic infrastructure will be involved accordingly. Looking at the “sphere of influence” around the main development sites helps towards flexible responses to new opportunities.

There are key sites including Euston station within the framework area for which more detailed planning guidance is provided, to inform the nature of development in a particular area or on a particular site. Although the framework is focused on specific sites within a loosely defined area, the impacts of development will be experienced in surrounding residential areas and neighbourhoods. The framework recognises the range of impacts and benefits on these surrounding areas.

This approach is used to provide guidance on how the current national, regional and local planning policies should be interpreted at a particular location. The document will become a Supplementary Planning Document within the Local Development Framework and will become a material consideration in determining future planning applications for development in the specified sites or area.

The framework begins considering the general Euston area character and context (**Part 1**), the key planning policies which may affect the area, the objectives for development, and likely requirements for planning obligations. It then looks at the development of Euston station and transport related issues (**Part 2**), and what type and mix of land uses would be expected in the development above and around the station. This is followed by sections on urban design/ public realm and sustainability criteria and objectives, links with the surrounding area and the management of the impacts of station development.

This is followed by guidance on other significant development sites in the framework area (**Part 3**). Finally there is an appendix document which contain more details on area such as the socio-economic character of the area and relevant planning policies

The guidance is accompanied by a separate Sustainability Appraisal which is an analysis of how the guidance promotes sustainable development. This is a statutory requirement under planning legislation.

STRUCTURE OF FRAMEWORK

PART1 - EUSTON – AN AREA OF CHANGE

- The location
- The surrounding areas
- Streets and spaces around the station
- Townscape character
- Historic areas, buildings and other features
- Socio economic characteristics
- Events and trends affecting the area
- Camden Community Strategy
- Significant sites places and spaces
- Summary of key planning policy areas
- Objectives for development in the area

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- Development of the railway station
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- Implementation and Impact management

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- The railway carriage sheds at Granby Terrace
- The former BHS depot site at 132-140 and 142 Hampstead Road
- The National Temperance Hospital in Hampstead Road
- The Euston Police garage in Drummond Crescent

APPENDICES

- 1 Socio-Economic Characteristics of the Area
- 2 Planning policy context
- 3 London Plan Policies
- 3A Applications referable to Mayor
- 4 Camden Unitary Development Plan Policies
- 5 Relevant Camden Planning Guidance
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- 8 Summary of responses received from Bengali Workers Association
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- ❑ The location
- ❑ The surrounding areas
- ❑ Streets and spaces around the station
- ❑ Townscape character
- ❑ Historic areas, buildings and other features
- ❑ Socio economic characteristics
- ❑ Events and trends affecting the area
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- ❑ Significant sites places and spaces
- ❑ Summary of key planning policy areas
- ❑ Objectives for development in the area

1.1. The Euston area is where central London and central Camden meet. The transport infrastructure of roads and railways both shapes and divides a place of greatly varied communities, architecture and character. As London's population and economy continue to grow, the area will change as it adapts and benefits from significant development.

1.3. However, the Euston area also has relatively deprived communities, and the train station and Euston Road in particular form intimidating barriers to moving through and enjoying this part of the city. These communities, the Council and its partners all want to see beneficial change that reduces these barriers to local opportunity and quality of life, but which also serves London. With key stakeholders and agencies working in partnership a greatly improved public realm can help to link together communities and places.

2. The surrounding areas

- 2.1. Euston Station is on the northern edge of central London between Regents Park to the west and Kings Cross and St Pancras stations to the east and has one of the highest levels of transport accessibility for London. The mainline station serves the Midlands, North-west England and Scotland as well as commuter services from the London region. It is directly accessible by underground and bus services. It is also in close proximity to many other public transport connections including domestic and international rail services at King's Cross and St Pancras Stations. Numerous east-west and north-south bus routes serve the station.
- 2.2. The station is also close to Bloomsbury, an area containing the British Library, British Museum, University of London, Bloomsbury Theatre and several hospitals. It is also close to the King's Cross development site which has received outline planning permission for a major mixed use development of wide significance. To the north is Camden Town a significant and historic residential area based around a town centre containing shopping and night time leisure and entertainment uses. Camden Town also contains a number of markets which are a major tourist attraction

3. Streets and spaces around the station

- 3.1. Euston Road (A501) runs directly to the south of the station and links with the national road network. It is part of the Inner Ring Road and forms the northern boundary of the Congestion Charging Zone. Euston Road is the main street for this part of London, but its heavy traffic dominates the adjacent urban character. There are various studies and projects under way, including remodelling the underpass to the west of the station, and new public realm schemes at King's Cross. The purpose is to make the street more walkable and attractive, and Euston Square Gardens has a key role in these improvements
- 3.2. Euston Road itself has several negative characteristics: the urban motorway feel and the underpass; scale and dominance as a highway; complicated and poor quality pedestrian crossings; heavy traffic flows; the related poor air quality; and a poor walking environment overall. These combine to produce both physical and socio-economic severance in two main respects: the separation of substantial commercial districts, and the separation of communities in the north and south from employment, shopping and leisure opportunities that different parts of the Borough and central London offer. TfL, Camden and local businesses are working on a major project at the underpass, aimed at a much better walking environment.
- 3.3. Congestion in and around the underground station and on the surrounding road network has been identified by TfL as a problem which needs to be addressed. The poor quality of the environment in and around the station, in particular the bus station and the taxi waiting area,

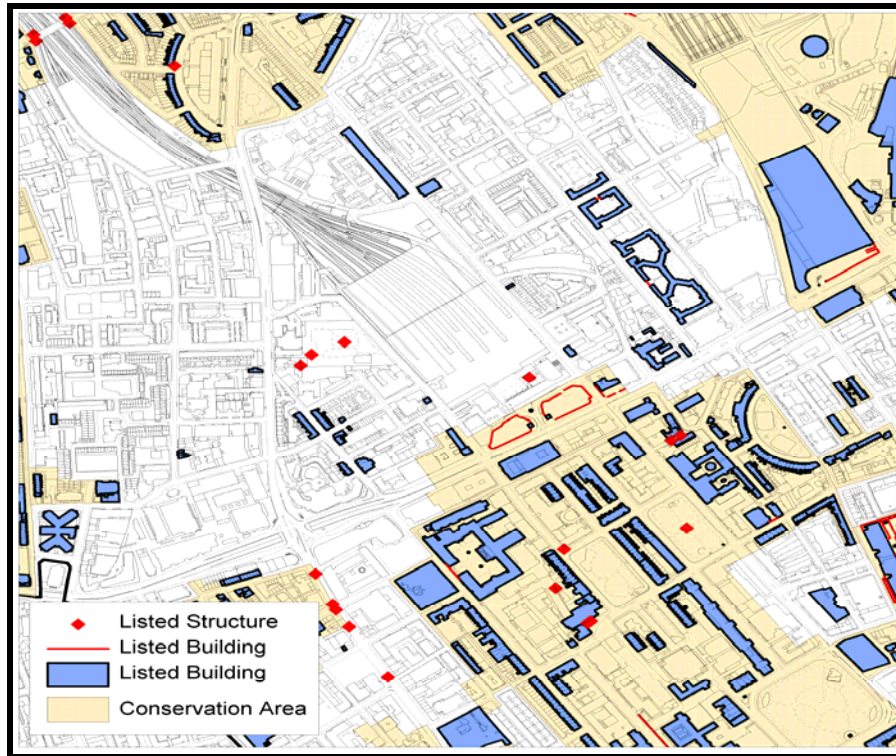
and the general lack of legibility means it is difficult for passengers to move easily between the different public transport networks and to access public transport effectively. Access to the station for pedestrians and cyclists is also currently poor. On-street pedestrian signage is in and around the station area is inconsistent and of poor quality adding to pedestrian confusion on leaving the station

- 3.4. To the south of the railway station is a paved forecourt area containing seating and a number of fast food stalls, a raised concrete area containing fast food outlets in single storey buildings and variety of concrete station related structures. The forecourt is flanked to the east and west by 12 storey and a 16 storey dark glazed office buildings (1 Eversholt Street and 40 Melton Street) and to the south by an elongated 4 storey glazed podium office building set above ground level. Underneath and to the south is a bus station. There is also a third office block to the west (Grant Thornton House). The leasehold to these office buildings is owned by Sydney and London Properties and the lettable floorspace is 28,280 sqm.
- 3.5. Euston Square Gardens lies to the south of the bus station. It is a significant open space in the area, part of the Bloomsbury Conservation Area to the south (see heritage map below), and a designated London Square and is protected by the London Square Preservation Act 1931. The bus station divorces the railway station forecourt from the Square and severely detracts from the quality of, and relationship between, these spaces and the surrounding buildings. There are various studies and projects under way, including remodelling the underpass to the west of the station, and new public realm schemes at King's Cross. The purpose is to make the street more walkable and attractive, and Euston Square Gardens has a key role in these improvements
- 3.6. Hampstead Road intersects with Euston Road 350m to the west of Euston Station. It then runs northwards and crosses the railway lines leaving Euston 250m to the north of the station. It is the A400 and links Central London with the A1 via Camden Town. Both Hampstead Road and Euston Road are Transport for London Roads.
- 3.7. Eversholt Street which runs from north to south directly to the east of the station is a local distributor road, linking Euston station with the minor road network which serves Somers Town to the east. To the west of the station is a network of minor roads centred around Drummond Street. Hampstead Road and Eversholt Street, the main north-south routes, are both heavily trafficked and inhibited by the edges of the station, and offer very unattractive options for walking in either direction, to Camden Town or Bloomsbury.

4. Townscape character

- 4.1. The area around the station is mixed in use but mainly residential and dominated by local authority post war housing estates of varying styles. These estates are interspersed with areas of Victorian housing and to the west towards Regents Park there are areas of Georgian and Regency housing. There are also shopping parades to the east of the station along Eversholt Street and to the west of the station along Drummond Street, which has numerous Bangladeshi/Indian shops and restaurants.
- 4.2. The townscape is mixed and the building and public realm design quality is variable. The main green spaces around the station are St James's Gardens on the west side and Euston Square Gardens on the south frontage. The main townscape element is undoubtedly the station itself, whose long, bleak flanks and functional approaches sit heavily amongst its neighbours. It is a barrier to a connected city, and without even an obvious and legible relationship with the main thoroughfare of Euston Road and its surrounding neighbourhoods.
- 4.3. Along Eversholt Street there are station related offices and storage and to the rear of these (north east) and attached to and partly above the station is a parcel depot with access onto Eversholt Street and a ramp to Barnby Street. To the north west within the station site is a signal building and vehicle access ramp adjacent to the north side of Cardington Street
- 4.4. To the north of the station is the Ampthill estate, a 1960's Camden housing estate which is somewhat divorced from the area by the current station and the sunken railway tracks, as well as the urban motorway character of Hampstead Road and circulatory system. It is currently undergoing landscaping works and security improvements.

5. Historic areas, buildings and other features



- 5.1. The Bloomsbury Conservation Area runs along the southern edge of the station forecourt (see light brown/yellow shading on map above). This conservation area was originally designated in 1968 and has been extended on numerous occasions since. The most recent conservation area statement was adopted by the Council in 1998. An updated version of this statement is currently being prepared.
- 5.2. The Euston Road is characterised by large scale institutional buildings that line this major thoroughfare. It is a wide, heavily-trafficked street with broad pavements and mature street trees. Generally speaking, the buildings, have an architectural theme of classically-influenced details and proportions. The majority were constructed in first half of the 20th century and replaced the domestic terraces and the southern half of Euston Square that had been developed during the previous century. The predominant materials in the area are red brick, Portland stone and stucco. Within the area there are two open spaces of differing scales and characters: Euston Square and the gardens east of Friends House.
- 5.3. The buildings along Euston Road are generally four-five storeys in height. The Wellcome Institute on the south side and Nos.194-200 Euston Road and Nos.1-9 Melton Street (Listed Grade II) form a group of classically-styled Portland stone buildings that signal the transition into the Conservation Area along Euston Road travelling east.

- 5.4. The Greek revival church of St Pancras (listed Grade I) is an important landmark at the junction of Euston Road and Upper Woburn Place and the trees within its curtilage and its notable tiered spire are important elements in views along Euston Road. On the north side of the road, the five storey red brick and Portland stone Fire Station is also a prominent landmark and is seen as part of a group together with the four storey bow-fronted houses to the north. Designed by HFT Cooper of the Fire Brigade Branch of the London County Council Architects' Department (listed Grade II), these are only remaining indication of the former domestic scale of the earlier buildings surrounding Euston Square.
- 5.5. Euston Square was part of the planned development of the Bloomsbury area in the eighteenth and nineteenth century - originally a large square space bisected by Euston Road. The remaining, northern, half of the square lacks a strong sense of enclosure and identity. This is caused by the impact of traffic on the perimeter roads that isolate the square from the surrounding buildings, the scale of the surrounding buildings in relation to the scale of the space and the lack of consistency in their appearance. The space itself is predominantly grassed with mature trees and railings defining the frontage and subdivided by a central access to the station. Travelling along Euston Road two halves of the space are unified by the trees along the frontage and the listed Portland stone lodges flanking the central access. These are the sole remnants of the previous Victorian station buildings. The listed war memorial (1921) provides a focal element in front of the station.
- 5.6. Friends House (listed), Nos.161-167 and a late 20th century office building form part of the frontage to Euston Road to the south of the square. The main entrance to Friends House is expressed as a three storey Doric colonnade. Both buildings are constructed in red brick with Portland stone detailing and are four storeys in height. However, Nos.161-167 which reads as a single block, has a larger scale than Friends House owing to the taller storey heights and its mansard roof with small attic windows aligning with the windows below..
- 5.7. Listed buildings and statues close to the station site include the two lodges at either side of the central entrance to Euston Square Gardens, the war memorial located in the centre of Euston Square Gardens, the statue of Robert Stephenson in Euston Station forecourt and the railings along Euston Square Gardens and 163-203 Eversholt Street. All are classified as Grade II Listed Structures and their positions and incorporation into the overall re-design of these spaces will need to be given careful consideration.
- 5.8. Within St James Gardens, the former burial ground of St James church there are three listed structures: a monument to the Christie family, an Obelisk to Baron Southampton and a drinking fountain. Any changes to this open space would need to take these features into account.

- 5.9. Other heritage features in the framework area which will require special consideration in development proposals are Eversholt House, a four storey Victorian building used as offices, and St Mary's church. Both are on Eversholt Street close to the junction with Barnby Street and are Grade II listed buildings, so regard will need to be had as to the impact of any development in the area on their setting.
- 5.10. The northern part of the framework area also includes parts of the Camden Town and Regents Park Conservation Area which contain many Victorian and Georgian listed buildings a number of which are listed. These will be considered in more detail in Part 3 on other development sites in the Euston area.

6. Socio economic characteristics

- 6.1. The area immediately around the station is covered by the Regents Park ward and St Pancras and Somers Town ward. Bloomsbury ward lies to the south. A more detailed breakdown of the character of these areas is given at Appendix 1.
- 6.2. However some key local area facts are:
- The local population is younger than the Camden average
 - Bangladeshi and African communities are strongly represented
 - Economic activity levels are below the Camden average, with higher unemployment (estimated 6.1%, higher for men) and many part-time workers and carers
 - A 5% increase in population is forecast for 2021
 - Key areas of deprivation include barriers to housing and services; crime and disorder; living environment; health deprivation and disability
 - Nearly 20% households have an annual income of less than £15,000

7. Events and trends affecting the area

- 7.1. Several trends and events encourage the council to shape the area's future through good planning and placemaking:
- Network Rail's objective to rebuild Euston Station, in partnership with British Land - and this provides the opportunity for Transport for London to improve the Underground and bus stations, and for taxi and cycling provision to be improved.

- The need to manage an increase in passenger numbers at the railway station which is a key element in the drive for greater sustainability in the transport strategy for London.
- The potential development of other sites in the area
- The need to improve the environmental quality and pedestrian experience of Euston Road and other major streets
- The designation of the area as an Opportunity Area in the Mayor's London Plan and the requirement to meet demands for housing and economic growth in this part of London
- The completion of St Pancras international station and the start of the very significant King's Cross Central development only ten minutes walk away
- Local community desires for a better living, working and travelling environment
- The continued development of wide ranging institutions of national and international importance, including the universities, centres of medical excellence, the British Library and the British Museum
- The interests of other landowners in the area, including Sydney and London Properties who have produced their own Euston Vision masterplan.
- Council programmes such as Building Schools for the Future and Primary Strategy for Change
- The spreading economic benefits of sustained growth in the central London area and how these benefits can be shared by diverse communities
- Studies by Sir Terry Farrell: "Bloomsbury, A Strategic Vision" which includes Euston Square Gardens in its vision for the Bloomsbury Squares, suggesting better pedestrian linkages with Endsleigh Gardens, across the Euston Road and the Euston Road-Marylebone study, commissioned by Camden Council and GLA respectively.
- The Council is preparing a strategy for much better walking and cycling routes between Kings Cross, St Pancras and Regents Park, alongside and including Euston Road itself.

7.2. All these emphasise how important the area is to wider Camden. The station redevelopment is central to a strong future for national, regional

and local train travel, but is also hugely significant as the main catalyst for beneficial change in this part of the borough – and this part of London.

8. Camden Community Strategy

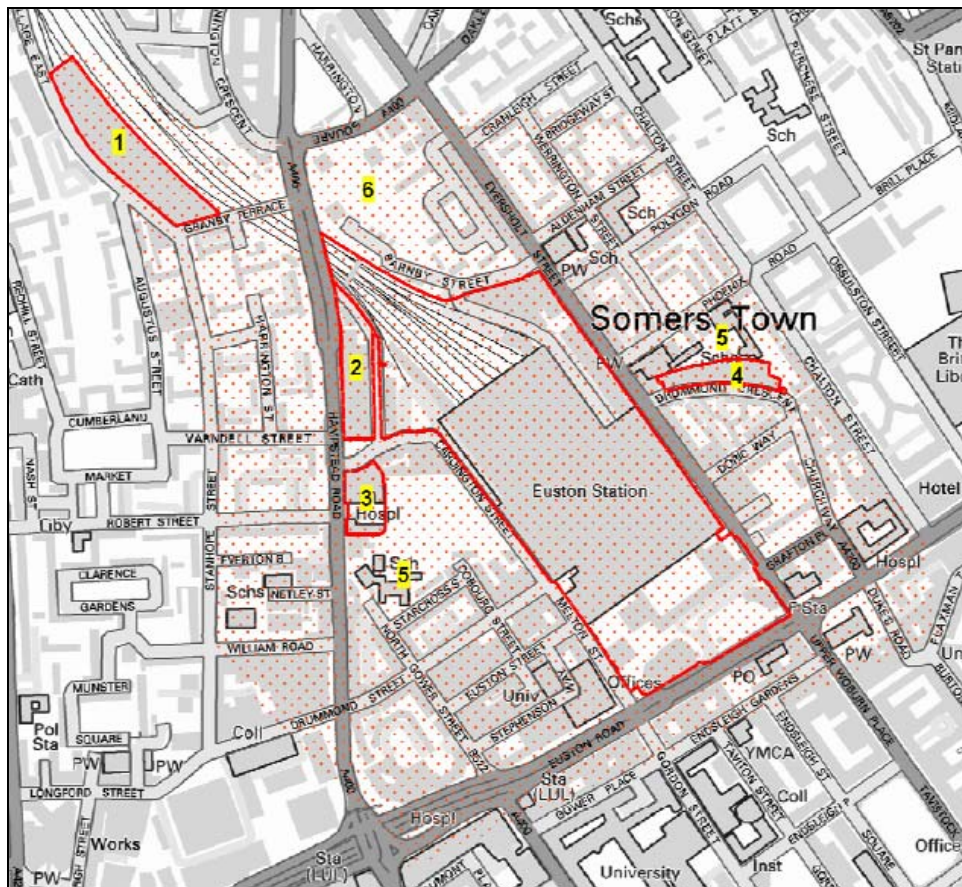
8.1. Camden Together (2007) is the council's community strategy for the Borough from 2007–2012. The overall vision is for Camden to be a “borough of opportunity”, and it provides direction for the policies of the Local Development Framework through its main themes. A series of objectives for the LDF Preferred Options guide the delivery of the Community Strategy vision:

- A sustainable Camden that adapts to a growing population
- A strong Camden economy that includes everyone
- A connected Camden community where people lead active, healthy lives
- A safe Camden that is a vibrant part of our world city

8.2. A fuller extract of the Camden Community strategy is at Appendix 6

9. Significant sites, places and spaces

- 9.1. Whilst the catalyst for producing this guidance is the proposed redevelopment of Euston station itself, there are a number of other potential development sites and areas likely to experience change in the vicinity. There are also a number of other important elements such as open spaces, schools, shopping streets and routes through the area that may be affected or can be enhanced. These ingredients play their part both now and in the future of effective and sustainable improvement in the wider area.



- 9.2. This wider area can be broadly defined by Hampstead Road to the west, Euston Road to the south, Chalton Street to the east and Harrington Square to the north (see plan above). Within this area there are number of large sites which may come forward for development in addition to any development on the station site itself. These are:

- 1) The railway carriage sheds at Granby Terrace,
- 2) The former BHS depot site at 132-142 Hampstead Road,
- 3) The National Temperance Hospital in Hampstead Road,
- 4) The Euston Police Garage in Drummond Crescent.

- 9.3. Other important places in the area are the Maria Fidelis School which is part of Camden's Building Schools for the Future Programme. One of the school sites is in Phoenix Road and the other is in Starcross Street (see reference 5 on plan above). Current proposals may see the two school sites consolidated at Starcross Street. The Amptill estate (reference 6) is home to a large number of local residents and is already undergoing improvement works and sits next to and overlooking the station, and St James's Gardens and Euston Square Gardens are important local open spaces.

10. Summary of key planning policy areas

- 10.1. The policy context set out in more detail in Appendix 2 to this the framework. The key planning policy areas which will guide development at Euston station and in the wider Euston area include:

- A wide definition of sustainability which blends a full response to climate change priorities with local regeneration to secure the area's future well being.
- London Plan policies for Opportunity Areas such as Euston which focus growth around major transport hubs.
- Regeneration in areas in need of environmental, physical, social or economic revival. The highest priority for investment is in the most deprived areas such as designated Neighbourhood Renewal Areas.
- Good public transport including renewal of railway infrastructure to serve the needs of increasing passenger numbers.
- Improved walking and cycling provision in an attractive public realm.
- A mixed use approach which includes:
 - Commercial development in locations accessible by a choice of means of transport. Euston is already a transport hub and in the Central London area which means that it is a suitable location for commercial development.
 - Housing as the priority land use including affordable housing, all designed to the highest standards with the fullest possible use made of vacant or underused sites.
 - Retail development to meet the needs of station users and the needs of the local area which does not harm the vitality and viability of existing centres.
 - Providing the supporting social and economic infrastructure.

10.2. The Council intends to work closely with applicants, transport agencies and landowners. The Council will consider the full use of a range of mechanisms such as planning conditions, section 106 agreements, compulsory purchase powers, and planning performance agreements to ensure that new development in the area is sustainable, can be accommodated and is beneficial to the regeneration of the area. Planning obligations and conditions will vary depending on the individual nature of each development and site, but will facilitate the implementation of many of the following:

- Affordable housing
- Transport improvements and initiatives¹
- Improvements to the connectivity of the area for pedestrians including implementation of the Legible London wayfinding signage system.
- Improvements to the connectivity of the area for pedestrians and cyclists
- Public realm and open space provision and improvements
- Accessibility
- Community safety including replacement or new policing facilities on larger schemes and other measures to support effective policing.
- Regeneration initiatives including employment and training schemes, business support, local procurement and schools outreach by businesses.
- Education, training and related services
- Health, faith, and other community facilities
- Environmental sustainability, particularly climate change measures such as wider CCHP connectivity
- Sustainable urban drainage and water efficiency measures
- Environmental measures to protect amenity: air quality, noise and light pollution
- Biodiversity and natural habitat/resources
- Car free housing
- Design quality and related elements: microclimate, public art, planting and “greening”
- Conservation and enhancement of heritage features
- The balance of uses in mixed use schemes
- Phasing of development
- Construction impact management

¹ In May 2009 the Mayor of London published draft alterations to the London Plan and draft Supplementary Planning Guidance concerning the use of planning obligations in the funding of Crossrail. The changes seek to make the funding of Crossrail a transport priority in the negotiation of section 106 contributions through imposing a standard charge on office developments over 500 sqm in Central London. The changes have not yet been subject to a public inquiry but future development plans will need to take account of these London Plan changes and new guidance in whatever form they are adopted.

11. Objectives for development in the area

11.1. Having looked at the nature and context of the Euston Area and reviewed the planning policy context a number of broad objectives for planning the area can be identified, including:

- ❑ Creating a new station interchange of the highest possible quality to support the ongoing improvement of national, regional and local rail and related infrastructure
- ❑ A new station as a fundamental ingredient of a fully integrated public transport exchange which provides improved connectivity between modes and meets future requirements for easy and convenient movement of users of rail, underground, bus, and taxis
- ❑ A comprehensive approach particularly in the Euston Station area where development can take place together or in phases and is integrated so that wider objectives are met over time.
- ❑ Identifying and enabling the necessary social, environmental and economic infrastructure is put in place to support development and to meet the future needs of the area.
- ❑ A sustainable and rich mix of uses at the station and other sites, that comply with the policies and targets of the London Plan and Camden Unitary Development Plan, and generate value to help towards a more viable and sustainable future for the station, the local area and it's economy.
- ❑ Providing high quality design in all aspects of development which responds to the wider historic environment including listed buildings and conservation areas in this of this key part of London, with increased accessibility and permeability and integration with surrounding areas and a safe and attractive public realm.
- ❑ Involving local communities in shaping this framework and future development proposals and working in genuine partnership with all stakeholders to secure the improvement and regeneration of the area which is an important part of the London Borough of Camden..
- ❑ Development and construction works that are well-planned and managed so that the timing and phasing of new development coincides with the necessary transport capacity and access improvements.

PART 2: A EUSTON STATION FOR THE FUTURE

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PART 2: A EUSTON STATION FOR THE FUTURE

DEVELOPMENT OF THE RAILWAY STATION



12. Background

- 12.1. The original Euston station opened on 20th July 1837 as terminus of the London and Birmingham Railway. It had an iron trussed pitch roof about 65m long planned by Robert Stephenson. The Doric Arch and screen was designed by Sir Philip Hardwick (1792-1870), architect to the Duke of Wellington. The station was extended west in 1846 and east in 1873.
- 12.2. Euston was completely re-built in conjunction with the electrification of the West Coast Main Line between 1963 and 1968. Two Portland stone entrance lodges and the war memorial still survive from the old station, in Euston Square Gardens. The arch was demolished in 1962.
- 12.3. Inside the station a relatively small concourse leads onto ramped platform access. The tracks themselves are up to 2m below normal ground level. They are covered by roofing and deck level floorspace up

to where the platforms end and the tracks converge to enter the constricted station “throat”.

- 12.4. For the purposes of this framework the station site includes Euston Square Gardens to the South, bordering Euston Road; station related depots and facilities and railway buildings to the east. The total area is 11.7 hectares (117,000 square metres), of which approximately 6 hectares are taken up with the station concourse, platforms, and tracks.

13. The future of the station

- 13.1. Large numbers of passengers already pass through the station and to meet the increased demand for rail travel Network Rail who own and manage the station have indicated that the capacity of the station will need to be increased which will require its redevelopment . Network Rail is:

“A publicly funded company limited by guarantee and its financial structure is quite different from its predecessor (Railtrack) and from other regulated businesses in the UK. In order to fund the required development Network Rail will need to maximise its commercial receipts, which will be reinvested back into this and other improvements projects”

- 13.2. Major reconstruction on this scale is an opportunity for development in and above the station. Up to about 6ha of new inner city could be created. To achieve this Network Rail announced a partnership with property developer British Land in April 2007. This new partnership reflects the complex interrelationship of the station and non-railway related development. Their approach is described below:

“By forming this new partnership, the intention is that value should be created from new development which will fund the required improvements to the Station. The identification of a viable scheme will therefore be a pre-requisite in making progress at the site. The likely timetable for the redevelopment sees planning applications for development proposals in 2010 and a start on site with a six year programme after the 2012 Olympics and Paralympics”.

- 13.3. The Euston area is already well developed. Victorian terraces and more recent blocks extend along the length of the station, and contain a wide variety of land uses. The open space to the south is a protected London Square. In consequence the street pattern is relatively fixed. Without significant land assembly, therefore, the main development opportunities lie in what can be located within the footprint of the station forecourt, concourse and the railway tracks, including basement levels and what can be placed above the station.

- 13.4. The considerable implications of major development for the wider area will mean a full assessment of the impacts and opportunities, and the options for managing these well so as to connect new development with its surroundings successfully and sustainably.

14. Station objectives

- 14.1. The objectives for the development of the station can be summarised as:

- Creation of a new Station of the highest quality which will serve as a benchmark for excellence and will meet operational requirements for forecast growth and passenger demands for improved facilities
- A legible transport interchange of the highest quality which blends well with the townscape and facilitates interchange between different modes of transport and particularly public transport and pedestrians and cyclists.
- Sustainable, mixed use development above and around the station, including affordable housing and climate change measures that meet London Plan targets
- High quality design that brings the station to its rightful place in the townscape of the area, with its purpose clear from Euston Road
- The timing and phasing of new development to coincide with capacity and access improvements
- Working in partnership to secure the improvement of the area surrounding the station
- Extensive and improved permeability across the station site and improved connectivity with the surrounding areas including St Pancras station.
- A phased approach that leads eventually to the comprehensive planning and delivery of the station, the interchange, additional development and the Euston Square Gardens

- 14.2. There a number of constraints or fixed features that define and limit the potential for development of the station. These include the track convergence in the throat and narrow limits from deviation of railway lines generally, road bridges and alignments, the number and dimension of platforms and servicing of the Station, and level differentials. The London Underground lines, concourse and platforms beneath the southern end of the Station pose constraints on foundation design and therefore the massing of development as well as lift cores and access.

- 14.3. The most pressing requirement for change at Euston derives from the increase in passenger numbers at the Railway Station. Over 72 million visitors pass through the station every year compared to the 51m in 2004, with a fair proportion of these being long distance main-line travellers. There are approximately 600 train movements each day and this number is expected to increase by 50 to 60 movements from 2009 and over the subsequent 5 – 10 years.
- 14.4. In addition, passenger movements through the station are due to increase significantly over the next few years with the introduction of improvements to the West Coast main line. More information on the Government's plans to expand the railway network to meet forecasted demand is contained in: 'Delivering the Sustainable Railway' White Paper. (July 2007).
- 14.5. As a result there is an opportunity through re-planning to improve the station facilities and environment. The principle of increased passenger trips at the main line station is firmly supported as a key element in the drive for greater sustainability in the transport strategy for London. It should be recognised that the operational requirements attendant to Euston Station will need to be treated as a priority in the planning of a new station. Network Rail's objectives for the station are as follows:
- ❑ Maximise and safeguard station capacity including passenger facilities;
 - ❑ Provide sufficient passenger circulation areas for ticket barriers, holding areas, arrivals and meeting areas and general requirements;
 - ❑ Improve platform capacity for longer and more frequent trains;
 - ❑ Appropriate provision for wayfinding, full accessibility and emergency services;
 - ❑ Appropriate provision for train and station servicing;
 - ❑ Increase retail provision;
 - ❑ Provide an integrated transport solution at the station of the highest quality, and ensure that third parties initiatives are fully safeguarded, appropriately phased and deliverable.
- 14.6. Network Rail's objectives for the station itself reflect their strategic vision to "make Euston Station a world class interchange which, through mixed use development, seeks to provide customer, operational and retail facilities within a modern terminus fit for the C21st". They also reflect the growth projections for passengers using the station and the resulting need to substantially increase station capacity, as well as greatly improving the travel experience and the wider transport connectivity. The principle of improvements to the Station is supported in the London Plan and UDP policy

14.7. Network Rail's initial studies suggest that within the station the main focus should be on:

- Maximising and safeguarding platform and concourse capacity
- Operational improvements between the overground and Underground services, to create better connections and enable the stations to operate separately
- Increasing retail provision to meet the needs of passengers, local occupiers and residents.
- Financial viability
- High quality and legible design

14.8. This list is widened when looking at the wider transport interchange:

- Improved taxi provision and management
- A better arrangement and improved provision for bus passengers
- Improved cycle parking
- Improved cycle and walking connections and wayfinding in all directions, including implementation of the legible London pedestrian wayfinding system
- Providing capacity for future underground and surface interchange demand levels
- Meeting safety and disabled step free access requirements
- Improved and more accessible public realm all around
- Improved connection to Euston square tube station

14.9. Further objectives should include:

- How coach parking is accommodated and managed in such a way it does not conflict with the most important aims of the Framework
- An investigation of the future opportunities for running freight services into Euston in the future

14.10. Greater passenger movements are anticipated from 2009 onwards because of track and train improvements serving Euston, and station capacity enhancements are expected to deliver much higher volumes of passengers in the future. Designing for inside the station envelope will take into account the operational objectives, integration with the streets and services around, the elements needed to enable development above, and the overall construction impacts and implications.

14.11. New development within the station needs to make adequate provision for:

- Enough passenger circulation area to allow for increased capacity for ticket barriers, holding and perturbations
- Platform capacity for longer and more frequent trains

- ❑ Improved interconnections with London Underground, taxi, bus and other transport modes
- ❑ Improved passenger travel information
- ❑ Space provision for full accessibility and emergency services
- ❑ Train and station servicing
- ❑ Managing change without station closures
- ❑ Shopping facilities to serve station passengers, local occupiers and residents at a level which does not harm the vitality and viability of existing centres.

15. Station related transport issues

15.1. A central element of any station redesign should be to integrate all elements of the transport interchange so that movement between the modes and to/ from public transport to the surrounding area is accessible and safe. The improvement and appropriate expansion of the complementary public transport network serving the station so that it functions properly is also important.

15.2. The other main elements include addressing:

- ❑ Likely increases in demand arising from new service developments (improvements to mainline rail services, the Underground and the Channel Tunnel Rail Link) as well as public transport initiatives linked to the Mayor's Transport Strategy for London including the need to cater for growth in bus passenger demand.
- ❑ Increased demand on complementary transport modes taking people onward in their journeys resulting from the expansion of Euston Station and the other developments in the area.
- ❑ Integration with proposed improvements to Euston Road and improved links between Euston and Euston Square Underground stations.
- ❑ The transport impacts generated by new development itself and how they are managed in ways compatible with improving transport accessibility and interchange at Euston
- ❑ Options to improve east west links between King's Cross, St Pancras and Euston stations as an alternative to the heavily trafficked Euston Road. Such links would also assist in integrating the surrounding residential areas into any development proposals

- Options to improve provision of bus operations and services in the Euston area without unduly compromising other objectives.

15.3. Any station redevelopment needs to incorporate sustainable transport factors which should be detailed in a comprehensive transport assessment, including vehicle parking at the minimum level to allow the effective operation of the station, car free housing and a review of the on-site parking conditions. A Travel Plan approach addressing the needs of all users of the station and occupants of any related development is desirable as a means of securing the following:

- High quality and well connected walking and cycle routes;
- The incorporation of secure cycle storage facilities;
- Public transport promotion and initiatives such as the provision of information and interest-free season ticket loans;
- City car club schemes;
- Higher occupancy vehicle systems;
- The provision of recharging points for vehicles powered by alternative (zero or low emission) fuels;
- The promotion and encouragement of 'green travel' planning and practices among site occupiers; and
- A sustainable strategy for deliveries and servicing, including such measures as the use of rail when this is a practical option.

15.4. Whilst access to the station and passage through the area by bus is an integral part of any future transport strategy for Euston the current position of the bus station provides a major obstacle to effective and safe movement in and around the station. Transport for London is currently undertaking a feasibility study which will consider options for the whole interchange including the bus station.

15.5. Initial research by Transport for London appears to indicate that interchange of bus passengers to the railway station is a significant interchange movement in this location. TfL's Interchange feasibility study should help to identify potential options for appropriate bus provision.

15.6. To facilitate improved interchange between modes, a bus interchange should remain at Euston to cater for the existing and future demand. Potential options for a better transport interchange and environment could include reduction or displacement. However, TfL have indicated that additional bus stops on Euston Road may be limited by the existing pressure on this road.

15.7. Adequate provision for taxis will be needed as part of the station development without unduly compromising interchange and public realm objectives. Experience shows that the quality, amenity and safety of

surrounding streets can be seriously compromised by clusters of waiting and manoeuvring vehicles.

- 15.8. Development at Euston will involve a number of agencies and can be expected to be phased over many years. It will be important to ensure that each phase of development that comes forward does not prejudice the future implementation of other elements. Particular care will be required to ensure that enhancements to each transport mode support integration with other modes to ensure that links between all forms of transport are effective, convenient, accessible and safe.

16. Public realm around the station

- 16.1. Redevelopment should make the station much more legible and to give it an identity which people can recognise when approaching from the surrounding areas. A more direct and unobstructed spatial and visual relationship between the station and Euston Road (via Euston Square Gardens) and other streets should be sought.
- 16.2. This could be achieved in part be through an improved architecture for the building itself including its entrances, interior public spaces, and through the arrangement of new buildings, spaces around and routes through the station. Such changes will help to improve the quality of the streetscape, encourage more effective interchange between different public transport modes and make it easier for pedestrians and cyclists to access the station. Redevelopment of the podium office building and the other office blocks to the south of the Station may be a means to achieving the visibility the station merits.
- 16.3. Redevelopment should rationalise the forecourt area and look at removing the assorted obstacles that act as a barrier to pedestrian movement and station accessibility, although the topography of the site may make it impossible to remove the change in levels completely. Bus provision should be redesigned or moved to a different location to make it more compatible with other transport modes²and more attractive. These changes should also involve enhancement of Euston Square Gardens and be linked to the proposed improvements to Euston Road.
- 16.4. Access for pedestrians to the station could be improved through more direct and logical routes with legible signage, which do not bring them into conflict with vehicles accessing the station. Bicycle access could be improved through more direct and local routes signage and secure cycle parking. A cycle maintenance/ repair services facility at the station would also help to encourage cycling.
- 16.5. Where the train-related operational constraints of the station permit, more movement across the station site should be incorporated to better

² TfL comment 6 and 8.

integrate any new development with the surrounding area. Whilst movement across the site close to platform level may not be achievable, additional east to west connections above the station could be provided. This contribution to more attractive and logical routes through the area would help to increase its vitality, linking Euston more effectively with King's Cross and St Pancras.

- 16.6. The improvement of pedestrian access should also emphasise the importance of the station as a 'gateway' to Bloomsbury; better north-south linkages are needed to extend new routes through Euston Square Gardens across Euston Road in a coherent way. This linkage would also help to improve access to the many academic institutions and cultural attractions south of Euston Road and form an important part of the Legible London Scheme.
- 16.7. There is also the opportunity to significantly improve the quality of materials used in the forecourt and the relationship with the edges of the buildings that surround it to provide an increased sense of openness. New materials should be robust enough to deal with the likely impact of servicing requirements to some areas. Improved landscaping public art, lighting and well designed public seating could be employed to make a high quality public space, which could link properly to Euston Square Gardens
- 16.8. Consultation has raised the possibility of the reinstatement of the Euston arch which was a Greek propylaeum modelled on the entrance to the Acropolis. The Council will consider proposals for viable schemes for reinstatement of the arch, subject to their heritage and urban design benefits and alongside the need to meet the other objectives for the improvements of the station and the public realm around it.

DEVELOPMENT ABOVE AND AROUND THE STATION

17. Summary

17.1. Development above the station needs to:

- Provide an appropriate mix of uses, including a substantial amount of new housing (with an appropriate tenure and dwelling mix) but also employment and retail uses appropriate to a Central London location. However, the need to improve the transport capacity of the station will be taken into account when considering this requirement.
- Provide high quality, sustainable architecture and landscaping, and achieve greater legibility between the station and neighbouring buildings and spaces
- Improve linkages and connectivity to adjoining neighbourhoods including Somers Town and West Euston including improved access across the development site where rail operational requirements allow.
- Provide and/ or contribute to community services such as schools, health, leisure and recreation facilities and provide new open space on site appropriate to the needs of the development and the regeneration of the wider area.
- Meet the highest standards of sustainable design and construction.

17.2. Given the size of the station a potential development above is likely to be substantial Policy 4B.10 of the London Plan (Large-scale buildings – design and impact) will be especially relevant and specifies that such buildings should:

- *Meet the requirements of the London Plan View Protection Framework*
- *Be suited to their wider context in terms of proportion and composition and in terms of their relationship to other buildings, streets, public and private open spaces, the waterways or other townscape elements*
- *Be attractive city elements as viewed from all angles and where appropriate contribute to an interesting skyline, consolidating clusters within that skyline or providing key foci within views*

- *Illustrate exemplary standards of sustainable construction and resource management and potential for renewable energy generation and recycling*
- *Be sensitive to their impact on micro-climates in terms of wind, sun, reflection and overshadowing*
- *Pay particular attention, in residential environments, to privacy, amenity and overshadowing (and this equally applies to the quality and function of public spaces)*
- *Be safe in terms of their own integrity and the safety of occupiers and have an acceptable relationship to aircraft, navigation and telecommunication networks*
- *Be appropriate to the transport capacity of the area ensuring adequate, attractive, inclusive and safe pedestrian and public transport access*
- *Provide high quality spaces, capitalise on opportunities to integrate green spaces and planting and support vibrant communities both around and within the building*
- *Where appropriate, contain a mix of uses with public access, such as ground floor retail or cafes*

17.3. The Council will also have regard to the Government's prioritising of design quality in the Planning Act 2008, the remit of the Homes and Communities Agency and to CABE's "20 Building for Life Criteria" (2009).

LAND USES AND ACTIVITIES

18. Housing

18.1. Government housing policy seeks:

- To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need
- To improve affordability across the housing market, including by increasing the supply of housing
- To create sustainable, inclusive, mixed communities in all areas

18.2. Specific outcomes that the planning system should deliver are:

- High quality housing that is well-designed and built to a high standard
- A mix of housing, both market and affordable, particularly in terms of tenure and price
- To support a wide variety of households in all areas
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure
- Effective use of land, including re-use of previously-developed land, where appropriate

18.3. London Plan and UDP policies make housing a priority land use, with strong emphasis on affordability. The 2008 London Plan sets a target of 50% of additional homes in London to be affordable, of which 70% should be social rented and 30% should be intermediate (e.g. shared ownership). Overall housing targets are set for individual boroughs, and the minimum target for Camden to 2017 is 5,950 new units, or almost 600 per year.

18.4. The London Plan also indicates that Boroughs should seek the maximum amount of affordable housing when negotiating on individual private residential schemes and mixed use schemes, having regard to their affordable housing targets, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and to other scheme requirements.

18.5. Local housing policies focus on safe and sustainable communities, housing quality and maximising opportunities for those in greatest need, particularly homeless people and overcrowded households. Local planning policies seek the fullest possible residential use of vacant and underused sites, protect housing land or floorspace, and expect the supply of a mix of housing for a range of household types, needs and incomes.

18.6. Providing homes of a range of size and type is vital if Camden is to have successful, mixed communities and people are to have opportunities to find homes suitable for their circumstances. This includes homes for those who need larger places to live and for people in smaller households, and homes for people who may have particular difficulties in finding suitable places to live, such as those with mobility difficulties and those who require an element of care.

18.7. Affordable housing located on-site is in the interests of balanced communities and practical delivery, with a mix to reflect local housing needs, particularly larger units for families. A mix of tenure types should be provided across development sites rather than being overwhelmingly

concentrated in limited zones/ areas. New housing also needs sustaining with appropriate education, health, community facilities and other social provision.

18.8. Residential quality and amenity will need to be protected and not undermined by noise/vibration from railways. Housing design will be expected to meet the Code for Sustainable Homes, Lifetime Homes and subsequent prevailing quality standards. High density housing will need correspondingly high design quality, with attention to inside and outside space, and storage, and which contributes to good living environments.

18.9. In considering the mix of uses and the appropriate contribution to the supply of housing, the Council will have regard to:

- a) The character, diversity and vitality of the surrounding area;
- b) The suitability of the site for mixed use development;
- c) The need and potential for continuation of an existing use;
- d) Whether the floorspace increase is needed for an existing user;
- e) The need for an active street frontage and natural surveillance; and
- f) Any over-dominance of a single use in the area, and the impact of the balance of uses proposed on the area's character, diversity and vitality.

18.10. The Councils policy towards affordable housing (Policy H2) is:

The Council will expect all residential developments with capacity for 15 or more dwellings and residential development sites of 0.5 ha or more to make a contribution to the supply of affordable housing. The Council will seek to negotiate on the basis of a target of 50% affordable housing in each development, taking into account factors that it considers to affect the suitability of the site.

The Council will take into account:

- a) A guideline of 70% as the proportion of affordable housing sought as social housing for rent;*
- b) A guideline of 30% as the proportion of affordable housing sought as intermediate housing for those on moderate incomes, including essential workers;*
- c) Proximity of local services and facilities, access to public transport and parking;*
- d) Site size, and the economics of provision;*
- e) Any particular costs associated with the development of the site; and*
- f) Any other planning objectives which it considers to be a priority in the development of the site, including*

comprehensive development of related sites and an appropriate mix of uses.

Where the development is able to contribute to the supply of affordable housing but this demonstrably cannot practicably be achieved on the site, the Council may accept the provision of affordable housing off-site, or exceptionally a payment in lieu

18.11. Though the London Plan currently now includes a threshold of 10 units and the 70:30 split may vary in the future in negotiating the provision of affordable housing and the level appropriate to a particular site, the Council will consider the full range of costs, benefits and planning objectives associated with a development. These may include costs associated with contaminated land, heritage considerations (such as restoration of a listed building), exceptional infrastructure costs including necessary transport and capacity improvements, and environmental considerations (such as environmental improvements for regeneration of an area). They may also include objectives such as seeking comprehensive development of related sites, achieving sustainable communities, giving priority to housing and affordable housing in mixed use schemes, and making the fullest possible residential use of underutilised sites and buildings.

18.12. Accommodation provided for and designated for students is a feature of the Central London Area of the borough. It can meet a specialist housing need. However, the needs for student housing will need to be balanced alongside the needs for other types of housing, particularly affordable housing. If student housing is to be acceptable, planning obligations will be necessary to ensure such that the cost of such accommodation is less than the cost of this housing in the general market in Camden, the accommodation meets a defined specialist housing need and cannot subsequently be sold as market housing.

19. Offices and other employment uses

19.1. In broad terms, the London Plan target of 5,000 new jobs could be met by about 80-100,000 sqm of offices or other commercial floorspace across the Opportunity Area, including retail, leisure, distribution, servicing and railway operations. As the SRDF (Sub-Regional Development Framework) anticipates, the balance between housing and employment uses will need to be carefully considered, and a wide range of job opportunities will be welcome, especially for small firms, starter businesses and the creative industries.

19.2. In line with Camden's Community Strategy vision to 'create a borough of opportunity', and to achieve 'a strong Camden economy that includes everyone', local residents should benefit from Camden's economic success through increased job opportunities and training to access these

jobs. A successful local economy provides jobs, income and services and makes an important contribution to quality of life.

- 19.3. To help achieve this, the Council aims to maintain a range of business uses to match the needs, skills, qualifications and potential of the borough's workforce and provide economic diversity. The Council will seek to retain land and buildings that are currently suitable, or have the potential to provide good quality business space (industry, research and development or warehousing), either through redevelopment or alteration, and will generally resist a loss of good quality business floorspace.
- 19.4. The council will have in mind that 80% of Camden-based jobs are taken up by non-residents and the borough has high levels of people without work and dependency on benefits. Many local people do not yet have the skills or qualifications sought by the borough's employers, particularly in "knowledge-based" businesses (for example, IT and creative industries), while traditional industries with low-skilled jobs have declined.
- 19.5. Measures that can help to increase opportunities for employment include:
- Providing a flexible range of suitable premises to suit the needs of different businesses and building on the strengths of the area particularly the medical scientific and cultural sectors
 - Securing affordable workspaces for small firms
 - Providing appropriate support for businesses
 - Making sure that children and young people have access to high quality education
 - Making sure good quality, accessible and affordable childcare is available
 - Making sure that Camden residents have opportunities to access further and higher education, training and employment
 - Developing business partnerships and networks for supporting local businesses through mutual trade and procurement
- 19.6. The Camden Annual Business Enquiry and the Employment Land Review indicate that office based uses form the bulk of businesses and employment floorspace in Camden. In order to balance this with other employment uses and ensure the long-term sustainability of the borough's economy, the Council wants to encourage the development of a broad economic base. The UDP 2006 does this by seeking to protect and enhance a range of employment uses. There is a need for different kinds of floorspace to cater for other start-up and small businesses in Camden (e.g. artist studios, light industrial space).

- 19.7. The majority (75%) of businesses in Camden employ less than five people, and research shows a pressing need to provide additional, suitable local workspace and to help small and medium-sized enterprises find appropriate locations. The council aims to ensure that there is enough choice and variety of premises for these to continue and also to provide affordable opportunities for new small business to establish in the borough.
- 19.8. The development can be expected to provide a substantial number of new jobs, both in construction and in end use employment. Regents Park and St Pancras and Somers Town wards have high unemployment rates, well above the Camden average, so proposals should take account of how Camden residents could be assisted to access employment and training opportunities in the development. Measures to enhance the source of employees from the locality would help to ensure maximum benefit from the scheme for the local community, and would also contribute to the sustainability of the development by helping to minimise journeys to work.
- 19.9. Suitable measures could include
- A construction trades workplace co-ordinator, based on site during the construction phase, to work with contractors and sub-contractors to facilitate the placement of local unemployed residents in jobs in the development
 - Commitments from the developer, contractors and occupiers to employ apprentices and trainees, eg local recruitment to Network Rail's engineering apprenticeship scheme
 - An on-site job shop where jobs within the completed development, including retail and services jobs, would be advertised
- 19.10. There are a number of employment uses in the street block containing the station which could be redeveloped along with the station such as the parcel sorting office, the signalling office and a rail catering facility. The Council will seek to ensure that new employment opportunities are provided in any redevelopment of the site to offset the loss of existing employment uses. Funding for employment and training will be sought to allow local people to be able to take advantage of any new employment opportunities. Whilst the adjacent parcel sorting office is linked to the station it is in separate ownership. If this site were to be subject to redevelopment the same policy approach would apply as to the other employment uses on the station site.

20. Retail and Entertainment Uses

- 20.1. Camden's UDP aims to promote the borough's centres as successful places for shopping and services with an appropriate level of work and

leisure activity, while protecting residents from harmful impacts of entertainment, shopping and service uses.

- 20.2. The UDP 2006 guides appropriate development to existing centres including designated areas of Central London frontage and the Kings Cross Opportunity Area in the first instance, before edge-of-centre/out of centre sites are considered. The Camden Retail Study 2004 looked at the need for additional shop floorspace in the borough, and found that this could not all be accommodated in existing centres and that King's Cross in particular was a suitable location.
- 20.3. Euston is not a designated town centre and the nearest areas of designated Central London frontage are on Euston Road opposite and to the west of St Pancras Station and Tottenham Court Road. However, Euston Station is located in the Central Activities Zone in the London Plan where some growth in retail floorspace would be anticipated. Any major retail development proposals would need to be assessed and fully justified with a "sequential approach" in line with PPS6 and should be accompanied by a retail impact assessment that takes fully into account: the following:
- The major centres of the West End and Camden Town - and eventually King's Cross
 - The wider range of convenience and comparison shopping provision and eating/drinking at the Brunswick Centre/ Marchmont Street and in Camden Town
 - Existing retailing in the immediate area, primarily serving workers, residents and travellers, within neighbourhood centres on Eversholt Street, Drummond Street, Hampstead Road and Chalton Street
- 20.4. To help in this assessment the Council has commissioned an update to the 2004 retail study to assess the need for additional shop floorspace in the borough. The report indicates that there is very little physical capacity to accommodate significant additional retail floorspace in any of the London Borough of Camden centres. Requirements for new retail floorspace will need to be met through the redevelopment of existing retail, coupled with some additional development at the Opportunity Areas at Euston and Tottenham Court Road and the Areas of Intensification at Holborn and West Hampstead.
- 20.5. Any assessment of retail capacity at Euston will be expected to show the full benefits and impacts of retail provision, taking into account the needs of station passengers and occupiers of development and local residents, and to demonstrate that new retailing can be accommodated satisfactorily in the area in the context of existing shopping centres and facilities without undermining the objectives of this framework.
- 20.6. Drummond Street, Eversholt Street and Chalton Street are designated Neighbourhood Centres in the Camden UDP providing convenience

shopping and also more specialist retailing such as ethnic and vegetarian restaurants. The Council will seek to ensure that the character and vitality of these shopping areas is maintained and enhanced, and that they can be recipients of increased footfall and activity through a comprehensive approach to redevelopment and the wider area impacts.

- 20.7. The Council will expect the impact on these shopping centres to be considered in the design of proposals on and above the station with proper links to these areas being created which will allow their continued vitality and viability. The Council may also seek enhancements to these areas through planning obligations to ensure that any development on the station does not have any significant adverse impacts on these areas.
- 20.8. Camden's image as a dynamic and attractive place to be is in part due to the number and quality of restaurants, bars and entertainment venues in the borough. These play an important part in the night time economy of Camden and of London, socially, economically and in providing jobs. Camden Town and Covent Garden have particular concentrations of bars, restaurants and entertainment venues but these can cause problems for local residents.
- 20.9. Both the Camden UDP and the London Plan seek to direct night-time and evening economy uses to London's town centres, while the Mayor's Cultural Strategy suggests planning policies should, where appropriate, support evening and night-time entertainment activities in Central London. Whilst some night time activity may be appropriate this area is not considered to be a suitable location for a high concentration of night time entertainment uses. The need to improve the capacity of Euston station and to provide a significant amount of housing are higher priorities and the provision of significant amounts of entertainment space could conflict with these aims.
- 20.10. Camden and its community safety partners will wish to work closely with station operators and developers in managing the night-time economy and retail, food and drink uses, to minimise adverse impacts from late night uses and activities, servicing arrangements, "dead frontages" and other aspects that can be anticipated and 'designed out' at an early stage. Camden's Licensing Policy and detailed guidance for retail, food, drink and entertainment uses in particular areas aim to minimise problems such as anti-social behaviour, fear of crime, noise, congestion and disturbance.

21. Hotels

- 21.1. There are a number of hotels in the Euston area. They can contribute towards regeneration but in terms of priorities for land uses which can benefit local communities, hotels would not be as high as new housing or

other employment uses. Congestion around the station interchange and main roads means that while some hotel provision may be appropriate it needs to be considered very carefully so that it does not add to existing traffic problems nor compromise other objectives. Consideration should be given to providing conference/ meeting facilities which could be used by local businesses/ people.

22. Education and related services

- 22.1. Camden's planning for future population growth across the borough is aimed at ensuring that education needs will be met. The Building Schools for the Future (BSF) programme will create up to 1,200 additional secondary school pupil places for 11-16 year old students and 350 additional 6th Form Places within the borough through a proposed new Academy in the north-west, and the expansion of South Camden Community School in the south. The Academy will provide 900 new places for 11-16 year olds and 250 6th Form places whilst South Camden Community School will expand by 300 11-16 year old places and 100 6th Form places. There are additional proposals for the nearby Maria Fidelis School.
- 22.2. The Primary Strategy for Change approved by Camden's Executive in April 2008 includes proposals to expand primary school provision by 105 places at a school in the north-west of the borough, and by 420 places in the Kings Cross area. Based on known housing developments and other demographic pressures at the time of preparation, this will allow the Authority to help meet the needs of the rising population and the anticipated additional demand for pupil places up to 2017. These improvements in provision take known needs into account.
- 22.3. Depending on the scale and mix of the types of housing proposals, and the numbers of children likely to occupy new housing, new school provision and/or further additional pupil places may be required as a result of major new development. New school places provision resulting from housing growth should wherever possible be in locations which are accessible and walkable for pupils, particularly in the case of primary school pupils. In addition, the needs generated for other educational and training provision will have to be considered in assessing potential requirements for enhanced or new services and facilities.
- 22.4. Alongside school places, public open space and play/ leisure facilities may need to be improved and expanded with safer routes of access to them for children. Children's Centre, Youth, Extended Services, adult and community learning, and other community provision within the borough, will be reviewed, in order that these services are targeted more effectively in the areas where they are most likely to be needed and where increased population will exacerbate existing pressures or create new demands.

23. Leisure sports and outdoor recreation facilities

- 23.1. It is important that Camden's children and young people have the play spaces they need. The London Plan states that boroughs should identify sites for a range of sports facilities to meet local, sub-regional and wider needs. The Mayor's draft supplementary guidance *Providing for Children and Young People's Play and Informal Recreation* proposes introducing a benchmark of 10 sqm of play or informal recreation space per child and young persons for new developments. Comments received during the framework consultation highlight that there is a perceived shortage of open spaces with facilities for younger people.
- 23.2. The borough's Open Space Strategy identifies that no area in Camden has a surplus of open space and there are large areas of deficiency in access. The eastern edges of Somers Town are specifically identified as being a pocket of deficiency. Regent's Park is the largest park nearby, while small spaces are located at Euston Square Gardens and St James's Gardens. Development on all of the sites in the area will be expected to provide new open space to meet the needs of new occupiers. However, this may not be possible within the station itself due to operational constraints.
- 23.3. Another option to increase the amount of public open space is through the use of accessible green roofs and terraces. Green roofs can not only offer benefits in terms of attenuation and habitat creation but also provide much needed amenity space for people. The Environment Agency's Green Roof Toolkit is a web based tool aimed at assisting developers and Local Authorities to develop the right type of green roofs for sites that maximizes benefits. The Mayor of London has also produced a guidance document titled "Living Roofs and Walls".
- 23.4. There is a unique opportunity to improve St James's Gardens and to approach Euston Square Gardens open space with a fresh perspective. St James Gardens has little public surveillance and suffers from crime problems and Euston Square Gardens is isolated, noisy and underused. The square, along with the bus station and the current station plaza do not provide a fitting entrance or setting for this nationally important railway station, nor any development that may take place above or around it.
- 23.5. The council has identified wide support for design studies and implementation to rejuvenate Euston Square Gardens which is recognised as an important London space. The Unitary Development Plan (UDP) 2006 guides new leisure development to the King's Cross Opportunity Area, Central London and town centres.
- 23.6. The Council will use the Sport England "Planning Contributions Kitbag" and its sports facilities costs calculator combined with its own assessment of local needs to help establish the level of indoor sports provision that may reasonably be required in to meet the needs of those

attracted through the area by new development. Regard will also be had to levels of existing provision and whether this can be upgraded to meet new needs or whether new provision is required

24. Health

24.1. There are many aspects to health and wellbeing, in which new development plays an important role by, for example:

- ❑ Providing health facilities where they are needed
- ❑ Protecting and providing parks, play areas and leisure facilities
- ❑ Neighbourhood design which is aesthetically pleasing and encourages physical activity (walking and cycling)
- ❑ Providing job and education opportunities
- ❑ Improving air quality and reducing pollution
- ❑ Adopting community safety principles in all areas, including road safety
- ❑ Contributing positively towards healthy lifestyle (licensed premises; affordable and nutritious food outlets; allotments etc.)
- ❑ Improving community relations and social cohesion
- ❑ Providing good quality and well designed housing
- ❑ Reducing impacts of climate change
- ❑ Minimising construction impacts (dust, noise, increased traffic etc.)
- ❑ Helping to reduce health inequalities

24.2. The projected growth in Camden's population and the associated growth in the numbers of dwellings and their distribution is a critical factor in planning for health infrastructure and services in Camden. The aim of future healthcare provision, as outlined in Camden PCT Estates and Facilities Strategy and Camden PCT Operating Plan, is to reduce inadequate and unsuitable premises and provide a more extensive range of services, including enhanced primary care services, in the local community.

24.3. The NHS Healthy Urban Development Unit (HUDU) aims to ensure that health issues and health facilities are integrated into the planning of new developments across London. Camden PCT and Camden use HUDU modelling to help identify the required health facilities and their likely cost. All healthcare requirements are developed collaboratively with Camden Primary Care Trust.

24.4. There are other tools available for assessing the health impacts of developments and strategies. For example, health can be integrated into existing assessments such as sustainability appraisals or environmental impact assessments of development proposals. Alternatively, a separate Health Impact Assessment could be undertaken. This would involve using existing data and information to assess the impact of a scheme on wide range of factors relating to health and wellbeing such as recreation and sports activity and encouraging walking.

25. Community Facilities

- 25.1. Development in the area will generate its own needs but also needs to be sustained by community facilities to serve the new residents, workers, visitors and travelling public, and if necessary address the potential impact on existing facilities in the area. Working with local communities the council can provide detailed advice on the location, level and type of appropriate provision.
- 25.2. There is great variety in the community facilities and buildings in and around the Euston area. These vary in size and significance from the national e.g. British Library to those more local in character such as community centres, play centres, youth clubs and day centres for older people. Major development provides the opportunity for enhanced provision to meet new needs, and this would apply in respect of youth and children's facilities, community, faith and cultural centres, and indoor recreation, capable of full public access and affordable for local residents.
- 25.3. The Council's recent experience in the West Euston Area indicates that there would be little capacity to meet demand should the development of sites around Euston lead to an increase in the local resident population, and there would be a need for new provision, either through the enhancement of existing community buildings or by new provision within the development.
- 25.4. An audit of community buildings in St Pancras and Somers Town and Regents Park wards carried out in autumn 2008 (see Appendix 7) indicated that the majority of community buildings close to the development are already operating at full capacity. Centres which provide services which meet the needs of children and working parents (nurseries, breakfast clubs, after school and holiday play schemes) all report that they have long waiting lists for available places. There were also high levels of demand for youth clubs and other recreational facilities for young people.
- 25.5. The survey indicated that there would be limited opportunities to invest in some of the buildings to increase capacity, for example by bringing unused basement space into use or rearranging building layouts to enable more intensive use of space. However, most of the buildings have little opportunity to use existing space more intensively or to increase capacity by extending beyond building footprints or by building upwards.
- 25.6. In view of limited opportunities for investment in existing community facilities, it is likely that there will be need for new community facilities within the development to address local needs. In view of the pressure on existing services which meet the needs of children and young people, and the need to provide adequate recreation facilities for children and young people in high rise flats within the development, it is important that

community space provided within the development should be capable of providing space for after school and holiday play, a youth club and physical exercise. It should be located close both to any new residential units and to any new outdoor play space

- 25.7. In response to the framework consultation the Bengali community felt that there was a need for more housing and affordable housing in the area and a need for improved community facilities and facilities for young people. The existing community centre in the area (the Surma Centre) could be improved and this would help to meet community needs.
- 25.8. As part of its placeshaping role the Council will continue to identify options and opportunities for improving community and cultural facilities of all kinds in the Framework Area, and the station development will be part of this integrated investment, property and services approach to the wider Euston Area.

DESIGN OF DEVELOPMENT

26. General design principles

- 26.1. New development schemes provide opportunities to improve the quality of buildings and the street environment and through this the experience of the borough for residents and visitors. Good design helps to bring neglected places back to life. Government guidance states that design that is inappropriate to its context or which fails to take opportunities to improve the character and quality of an area should not be accepted.
- 26.2. The London plan indicates that developments should:
- ❑ Maximise the potential of sites
 - ❑ Promote high quality inclusive design and create or enhance the public realm
 - ❑ Contribute to adaptation to, and mitigation of, the effects of climate change
 - ❑ Respect local context, history, built heritage, character and communities
 - ❑ Provide for or enhance a mix of uses
 - ❑ Be accessible, usable and permeable for all users
 - ❑ Be sustainable, durable and adaptable in terms of design, construction and use
 - ❑ Address security issues and provide safe, secure and sustainable environments
 - ❑ Be practical and legible
 - ❑ Be attractive to look at and, where appropriate, inspire, excite and delight
 - ❑ Respect the natural environment and biodiversity

- 26.3. Large-scale buildings should be of the highest quality design and be suited to their immediate surroundings and their wider context in terms of proportion and composition and in terms of their relationship to other buildings, streets; public and private open spaces, and other townscape elements.
- 26.4. Such buildings should be attractive city elements as viewed from all angles and where appropriate contribute to an interesting skyline, providing key points within views and be sensitive to their impact on micro-climates in terms of wind, sun, and reflection and overshadowing.
- 26.5. Particular attention should be paid in development involving or in close proximity to residential development to privacy, amenity and overshadowing. Developments should ensure attractive, inclusive and safe pedestrian and public transport access.
- 26.6. Developments should provide high quality spaces, capitalise on opportunities to integrate green spaces and planting and support vibrant communities both around and within the building where appropriate, and contain a mix of uses with public access, such as ground floor retail or cafes.
- 26.7. In achieving high quality design new developments should:
- ❑ Help integrate the station into its surroundings, building on the positive aspects of the local area and improving its visibility and accessibility
 - ❑ A liveable, vibrant and safe environment with a range of uses and experiences which values the textural and diverse qualities of the historic environment
 - ❑ An accessible legible and inclusive environment which people can understand
 - ❑ A coordinated approach to the characteristics and context of the surrounding area, creating better buildings, spaces and streets that will give Euston a new, attractive identity
 - ❑ Residential quality, mix and space standards suitable for supporting high density living
 - ❑ The sustainable choice of high quality materials in well detailed and well constructed buildings, which are flexible with robust designs that can adapt to change
- 26.8. The above principles are reflected in policy B2 of the UDP (Design and layout of developments large enough to change their context) which will be used to assess individual development schemes:

The Council will only grant planning permission for developments large enough to change their existing context or create a new context that:

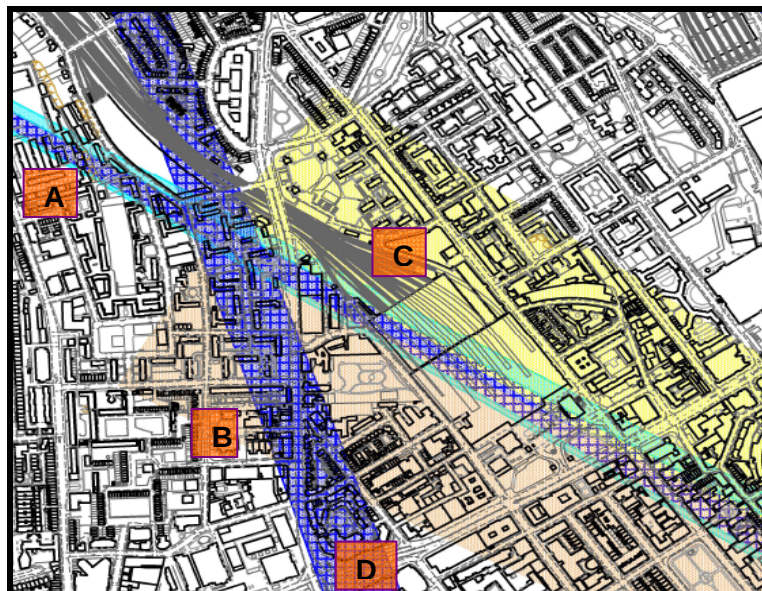
- *Establish an appropriate pattern and size of blocks and streets that take account of the surrounding area, connect to existing streets and create new pedestrian friendly links where appropriate;*
- *Provide easy movement for all, into and through the site;*
- *Include a mix of uses where appropriate;*
- *Provide attractive, high quality public space;*
- *Take account of local climatic conditions; and*
- *Include sensitively designed parking and servicing, where necessary.*

26.9. In applying this policy, to the objective for high quality design the Council will look for creative solutions to improve existing conditions which take account of the recognised constraints that apply in relation to rail infrastructure. The existing station forms a large island in the townscape and there is a complex range of operational requirements.

27. Strategic Views

27.1. The Mayor has adopted a London View Management Framework (July 2007). As can be seen from the map, there are three strategic views which affect development in the Euston Area. Part of Euston Station is within the viewing corridor between Primrose Hill and St Paul's Cathedral (marked as A). The station is also within the backdrop of the view of St Pauls from Greenwich (B) and Blackheath (C).

Strategic views across the Euston Area³



³ In May 2009 the Mayor of London published draft revised Supplementary Planning Guidance for the London View Management framework. This introduces a new strategic view which passes to the west of Hampstead Road and Park Village East. If adopted this will need to be taken into account when considering proposals for tall buildings.

27.2. GLA Management Plan 4 covers the view from Primrose Hill to St Pauls. This view is protected with a core viewing corridor and two lateral assessment areas to either side and is a major constraint on the site. Development in the corridor or assessment areas higher than 52m Above Ordinance Datum (AOD) needs to be referred to the GLA. The AOD of the ground level around the site ranges from 21.5m AOD to 24.5m AOD. This means that in some places on the site, the height restriction could be 27.5m, which is roughly 9 storeys.

27.3. The GLA guidance for the assessment of development in this viewing corridor states:

The scale of proposed developments should be compatible with the existing view, though larger-scale elements with high-quality designs will be acceptable if they are individual tall buildings that meet London Plan policy requirements or act with existing buildings to form coherent groups.

27.4. Management plan 5 covers the view from Greenwich to St Pauls and Euston station lies within the background assessment area where development exceed 53.6m above AOD needs to be referred to the GLA. Management Plan 6 covers the view from Blackheath to St Pauls and most of the station site lies within the background assessment area and need to be referred to the GLA if it exceeds 54.1m above AOD. Development in the western part of the Euston area may also be affected by the Strategic view from Parliament Hill to the Palace of Westminster if it exceeds 52m above AOD (reference D on plan).

27.5. The Council will not normally grant planning permission for development within a viewing corridor of a strategic view if the proposed height exceeds the specified development plane. The Council will only grant planning permission for development within the defined wider setting consultation area and background consultation area, where the wider setting of the viewing corridor is protected and the background of the view is protected from development that would reduce the visibility or setting of St Paul's Cathedral or the Palace of Westminster.

27.6. Currently the view of St Paul's Cathedral from Primrose Hill is 'framed' by one of the Euston Towers and the tower at 156 – 160 Euston Road/1 Eversholt Street impinges on the view of the cathedral's drum, although not quite obscuring it.

27.7. Any tall building proposals will need to satisfy the new guidance provided in Chapter 4 of the SPG on protecting London Panoramas, in particular background views. The GLA will need to be consulted on any proposal that impinges on the Protected Vista. The council's approach to tall buildings will be informed by this, the advice from English Heritage and CABE, the design quality of proposals, particularly how they address the context, and a large number of other factors.

28. Scale of development

- 28.1. Recent English Heritage/CABE guidance encourages local authorities to identify appropriate locations for tall buildings in their plans. The Guidance also indicates that the impacts on nearby listed buildings, registered parks and gardens, archaeological remains and conservation areas need to be specifically addressed.
- 28.2. Camden's UDP does not identify locations for tall buildings and does not have a specific policy on them as the general principles for their consideration are largely the same as for other buildings, although they can have an impact over a larger area. Applications for tall buildings are assessed against a range of relevant policies (including design, amenity and conservation areas).
- 28.3. In general, the scale and density of development will be governed by a large number of factors, many being identified in this document. The acceptability of tall buildings should be considered in the light of the following:
- ❑ Whether the site is capable of satisfactorily accommodating the proposed floorspace without compromising the objectives of high urban design and environmental quality.
 - ❑ Whether proposed floorspace would have unacceptable and/or unresolved impacts, including those on local communities such as loss of light or outlook, or unacceptable levels of disturbance.
 - ❑ Compliance with the London View Management Framework and wider townscape considerations including more local views and relationships with surrounding buildings.
- 28.4. Development above Euston station will need to have a scale form and appearance which preserves or enhances the character of the Bloomsbury Conservation Area and to a lesser extent the Regents Park and Camden Town Conservation Areas as they are further away. The Council is preparing conservation area appraisals for these areas which will be used to assess the way in which their historic character is affected by future development proposals. Development will also need to have an acceptable impact on the architectural and historic character of nearby listed buildings which are identified on the heritage map in Part 1 of the framework.
- 28.5. The presence of a Strategic Viewing Corridor from Primrose Hill to St Pauls running through the site would appear to indicate that the centre of the site is not a good location for taller buildings. However, buildings close to the edges of the site will need to relate properly to the more local townscape.

TRANSPORT AND MOVEMENT

29. Camden's approach to transport

- 29.1. The Council currently encourages people to live without relying on a car by negotiating car-free and car-capped housing developments, which are now standard across the borough and especially in good public transport and walking areas. Parking provision for commercial uses will not be permitted in excess of the maximum parking standards set out in Appendix 6 of the UDP. Good access to public transport and provision for cycling go alongside restraints on car use.
- 29.2. The Council is keen to ensure that large scale development in the area creates better transport networks for everyone, thereby giving greater choice and easier access to jobs, homes and other facilities and surrounding neighbourhoods and communities.
- 29.3. In line with national and regional policy, Camden's UDP seeks to:
- ❑ Reduce the need to travel
 - ❑ Manage and reduce the amount of traffic on Camden's roads
 - ❑ Encourage ways of travel that cause minimum harm to the environment
 - ❑ Maximise the accessibility of transport
 - ❑ Guide major development to the parts of the borough most easily reached by walking, cycling and public transport

30. Transport Assessment

- 30.1. UDP policy requires applicants to provide a Transport Assessment (TA) for any development that significantly increases travel demand. These should assess the trips likely to be generated by the new developments, across all transport modes; address the likely impacts on the public transport and highway systems; and identify measures to mitigate these impacts, extend transport choice and bring forward local improvements or benefits.
- 30.2. Developers should demonstrate that their proposals would not lead to any unacceptable impacts on the public transport and highway networks, taking into account:
- ❑ The likely phasing of developments over time and the cumulative impact of major developments with the area
 - ❑ Plans for local capacity improvements for the Underground and buses coming forward in the development period
 - ❑ The Central London Congestion Charging scheme and any likely changes to it; and
 - ❑ Changing user patterns such as mode shifts, distribution or peak spreading

- 30.3. The Council is preparing a strategy for much better walking and cycling routes between Kings Cross, St Pancras and Regents Park, alongside and including Euston Road itself. New developments should promote walking and cycling and the establishment of good public transport links. Delivering effective local transport connections is an integral part of the integration and regeneration objectives. Accessible, mixed use development will bring activities within closer reach, promote walking and cycling and offer people the chance to live closer to where they work, saving trips that would otherwise be carried on the transport system.
- 30.4. It is expected that most trips to and from the new homes, offices, shops and other facilities in the area will take place on public transport, foot or bicycle. Therefore the Council will expect to see a thorough and robust examination of all likely impacts on these networks. The Council will also expect developers to address how their proposals can help bring about local improvements to transport infrastructure and services, ensuring good integration between modes
- 30.5. The Council will try to ensure that development proposals:
- Respond to the phasing of transport improvements, providing creative temporary solutions and, throughout high standards of safety, amenity, convenience, legibility and design
 - Provide throughout the development high levels of accessibility, facilities and safety for pedestrians, cyclists and disabled people
 - Improve public transport interchange and services
 - Provide a safe and accessible environment for all users of existing and proposed public transport systems
 - Minimise car usage, drawing upon a range of measures to reduce traffic and air pollution, including the limiting of car parking to provide only the minimum levels necessary and the maximisation of car free housing
- 30.6. Local deliveries to the development above and around the station need to be sustainable, e.g. low/ zero-emission vehicles, cycle courier services etc. The 'new' Euston generated activity and the surrounding area activity will become completely mixed from a servicing point of view as operators seek efficiencies with wider implications in the surrounding neighbourhood. This will need to be managed through a legal agreement attached to any grant of planning permission for either the station or the development above.

31. Travel Planning

- 31.1. Travel plans can assist in achieving the objectives of the London Plan in developing London's economy sustainably, benefiting the community and negating impacts on the transport system and the environment, making London a place where we can all live, work and do business long

into the future. More detail on the matters the Council will expect to be addressed in a travel plan is included at Appendix 9.

32. Car-free development and Car Clubs

- 32.1. In general, the Council encourages people to live without relying on cars by negotiating car-free and car-capped housing developments, which are now standard across the borough especially in good public transport and walking areas. Parking for commercial uses is also constrained to the minimum for essential operation purposes only, while arrangements for servicing all developments are carefully planned. Good access to public transport, provision for cycling and walking and travel planning go alongside restraints on car use.
- 32.2. Car-free housing and commercial activities also make a significant contribution to the how sustainable developments are as well help to build local economy and community by localising peoples travel patterns and encouraging them to support local retail outlets and service providers, instead of travelling further afield by car.
- 32.3. Car-free development would mean that occupiers would not have access to on-street or off-street parking. Car-free developments can still have parking for disabled drivers and parking for essential commercial operational purposes (this does not include parking for people to commute to work). The Council would also encourage the implementation of a car club scheme serving the Euston area and the wider community. The needs of disabled people and Blue Badge holders will need to be carefully considered in planning parking provision within the area.

33. Cycle movement and parking

- 33.1. The Mayor and Camden wish to increase cycling and transform London into a "cycling city". To do this, we need high quality and safer routes and secure and accessible cycle parking and this will be expected with any development of the Euston area. Secure cycle parking is essential in encouraging the wider use of cycling as people's main type of travel. Not being able to park cycles without fear of them being stolen is one of the biggest barriers to people using cycles. The number of cycle parking spaces required for each type of development is set out in Appendix 6 of the UDP. Where a type of development is not covered in Appendix 6 then TfL's cycle parking standards will be considered as a minimum and should be exceeded.
- 33.2. Personal safety should also be considered when designing cycle storage/ parking areas. They should be well lit and preferable naturally overlooked and/or include monitored CCTV. Possible methods of raising an alarm in case of attack should also be considered. The details of the cycle parking design and layout for all the cycle parking requirement by

development should be integrated into the design of scheme at an early stage.

34. Cycle stations

- 34.1. The Council is trying to encourage publically accessible cycle stations across the borough and two have already been secured, one as part of the Kings Cross Development and one at a recently permitted development at Regent's Place. Space on the public highway is in very high demand and there is little opportunity to install cycle stations on the highway. Development at Euston provides an opportunity to provide a new cycle station which will help encourage people to travel to the site by cycle and can be linked into a network of other cycle stations in the area. This provision will need to be coordinated with Transport for London's Cycle Hire Scheme.

SUSTAINABILITY AND CLIMATE CHANGE

35. Climate Change and new development

- 35.1. National and regional planning policies encourage the efficient use of resources, especially of carbon-based energy and water. The Government puts sustainable development at the centre of planning policy, and has set a target to reduce carbon dioxide emissions to 20% below 1990 levels by 2010 and 60% lower by 2050. In addition the government has set a target to generate 20% of electricity from renewable sources by 2020.
- 35.2. The London Plan places mitigation of, and adaptation to, climate change as a priority, with a focus on decentralised energy as a way to reduce carbon dioxide emissions. Development is expected to make the fullest contribution to mitigating and adapting to climate change, in particular by minimising carbon dioxide emissions, adopting sustainable design and construction measures and prioritising decentralised energy generation.
- 35.3. Development at Euston is likely to be relatively large-scale and high density with potential for substantial social, economic and environmental impacts, and so will bring many climate change factors into play. An efficient transport interchange is a sound starting point for achieving sustainability, and it underpins the Opportunity Area designation. Secondly, perhaps, comes mixed use development incorporating housing (including affordable housing), social and community facilities and open space/public realm.
- 35.4. There are many ways of reducing carbon emissions, including combined cooling heat and power (CCHP) capable of connecting to and supplying surrounding areas, on-site renewable energy sources, well-chosen

materials and traffic reduction. The GLA and Camden will expect to see all opportunities explored that save energy and improve air quality to meet adopted policy requirements. Measures which also improve air quality are important, as are sustainable urban drainage systems. The GLA and Camden will expect to see opportunities that save energy and promote energy efficiency. Measures to improve urban drainage systems and air quality are also important.

- 35.5. A joined up approach should be taken to mitigating climate change and protecting air quality. Efforts will be made to ensure that measures to reduce carbon emissions do not give rise to negative impacts on air quality and visa versa. For example the installation of biomass boilers and biomass CHP deliver beneficial carbon saving, however the combustion of solid and liquid biofuels gives rise to fine particles and nitrogen oxide emissions which can have a negative impact on air quality. Preference should be given to the use of alternative forms of renewable energy, and in cases where biomass is selected strict emission control measures will be required to protect air quality.
- 35.6. More specific guidance on these issues and likely development requirements is contained within the Camden Planning Guidance 2006 in individual guidance notes on the following topics: Sustainable design and construction, waste and recyclables and water.

36. Promoting higher environmental standards

- 36.1. High environmental performance and low impacts help stabilise climate change, and can withstand its effects in the future. Ways of reducing the environmental impacts of new development include:
 - High Standards Of Energy Efficiency And Appropriate Use Of renewable energy
 - Reduced carbon emissions from buildings, and use of low-carbon technologies
 - The most efficient use of resources and water
 - The use of decentralised energy supply systems
 - The re-use and most efficient use of land and buildings
 - Patterns of growth that reduce the need to travel by car
- 36.2. Recent guidance from English Heritage/Commission for Architecture and the Built Environment (CABE) advocates that to be acceptable tall buildings must set exemplary standards in sustainable design and construction because of their high profile and local impact. It calls for such proposals to exceed the latest regulations for minimising energy and reducing carbon emissions over the lifetime of the development.
- 36.3. Sustainability can start with the efficient use of land through appropriate density of development and locating complementary land uses close to each other. Sustainable development involves appropriate orientation

and design to maximise the comfort of occupiers without a high demand for winter heating and summer cooling. The choice of materials affects the overall environmental impact of a building due to the energy required in production and transport, and how the materials perform in use. Efficient energy and water appliances use fewer resources.

- 36.4. The UDP 2006 requires the use of BREEAMs as a measure for sustainable design and construction. The Council currently expects a rating of 'very good' or 'excellent' as well as a specified performance in the categories of Energy, Water and Materials, meaning the relevant developments are to achieve at least 60% of the credits in Energy and Water and 40% of the credits in Materials.
- 36.5. The government has recently introduced a Code for Sustainable Homes, an environmental assessment method specifically for housing. This sets standards for energy consumption, water consumption, the sustainability of materials, surface water run-off, the provision of waste storage facilities and the requirements of a site waste management plan. From 2008 all affordable housing with funding from the Housing Corporation is required to meet Level 3 of the Code. The government has also stated that by 2016 all new housing should be carbon neutral, which equates to Level 6 of the Code. New targets are being introduced for non-housing development.
- 36.6. The Council currently seeks developments that are energy efficient and expects major developments to generate 10% of the site's energy needs from renewable sources. The 2008 London Plan increases this to 20% and LDF policies are expected to follow suit. The London plan also requires efficiency measures beyond the requirements Part L of the Building Regulations (2006), then the use of centralised energy systems (such as connection to district energy systems, site-wide combined cooling heat and power or combined heat and power), and finally the use of renewable energy technology to achieve a target of 20% of the revised energy demand, after the application of the first two stages has been considered. The council seeks CHP connectivity in all developments, with an eye to wider networks being developed in the future.
- 36.7. The design and fit-out of buildings need to consider future climate conditions in order to make sure that buildings built today will not consume a disproportionate amount of energy in the future. The Council will expect developers to consider and incorporate the decentralised energy supply methods set out in the recent publication 'Community Energy: Urban Planning for a Low Carbon Future'.

37. Water Efficiency and Consumption

- 37.1. A sustainable urban drainage systems (SUDS) approach makes the most of water as a resource. The UDP has a strong policy on water efficiency and developments are expected to obtain 60% of the credits in

Water within BREEAM/ EcoHomes assessments. Flooding can be minimised by SUDS measures that slow down the rate of water flow from a site. Camden will expect SUDS to be incorporated into all significant development on the station and other sites.

37.2. A reduction of surface water run off can be achieved through the adoption of a number of SUD tools such as green roofs, swales (planted filter strips), attenuation basins or ponds which can be adapted to fit the urban environment. These features can also help to make a development more attractive and provide an amenity for future occupiers. Where contamination is potentially present on sites due to past land uses the applications should also be accompanied by a risk assessment in line with PPS23 and CLR11 Model Procedures.

37.3. Major development proposals will need to consider:

- The development's net demand for water supply and network infrastructure both on and off site, and whether it can be met
- The development's net demand for sewage treatment and network infrastructure both on and off site, and whether it can be met
- The surface water drainage requirements and flood risk of the development both on and off site, and whether it can be met
- Opportunities for sustainably reusing water as part of landscaping designs and proposals such as water features

37.4. The scale of the development at Euston (over 1 hectare) will mean that a Surface Water Flood Risk Assessment (SWFRA) is required to be carried out for the development in line with PPS25 and the PPS25 Practice Guide. The SWFRA will have to outline how surface water run off will be attenuated down to the levels set out in the London Plan (Policy 4A.14 – developers should aim to achieve green field run off rates).

38. Waste and aggregates

38.1. London supplies a very low percentage of its own needs for materials used in construction, and the borough thus encourages the recycling of material generated from the demolition of buildings and limit waste on building sites. New homes should have adequate and easily accessible storage spaces for recyclable materials. In line with the Government's Strategy for Sustainable Construction (June 2008) and the Site Waste Management Plan Regulations 2008, construction waste should be minimised from development at and around Euston station. Camden will therefore expect developers to adhere to the waste hierarchy principles embedded in the Institute of Civil Engineers Demolition Protocol and will encourage designs that incorporate on-site material reuse, on site

recycling and good practice recycled content targets in material specifications.

39. Air quality

- 39.1. Many of the existing areas and sites highlighted for intensification of development in Camden are located around major transport nodes such as Tottenham Court Road, Kings Cross, and Euston Road. These transport nodes have some of the highest pollution levels in the borough due to vehicular traffic. The whole of the borough of Camden has been declared an Air Quality Management Area for failing to meet the air quality objectives for NO₂ and PM₁₀. The Council has produced an Air Quality Action Plan that identifies actions and mitigating measures necessary to improve air quality in the borough.
- 39.2. Camden's UDP requires developments which may have a significant impact on air quality to submit an air quality assessment and include any necessary mitigation measures. The policies to reduce the need to travel by car and encourage sustainable travel, encourage the use of clean vehicles through provision of electric recharging points, high standards of energy efficiency and appropriate use of renewable energy, use of low emission technology such as hydrogen fuel cell generators, high standards of construction management all help to reduce air pollution emissions from new developments.
- 39.3. Hitherto air quality assessments have been carried out to determine the impact of additional traffic generation on air quality. With the increasing requirement for major development sites to adopt low carbon and decentralised energy sources, an air quality assessment will be required for combined heat and power plants (CHP) and biomass boilers. Consideration will need to be given to the cumulative impacts of emissions on local air quality.
- 39.4. Commercial gas boilers, used for hot water and space heating, are one of the largest sources of NO_x emissions in Camden. Reducing emissions from heating systems in new commercial developments will help protect air quality. Camden's sustainable design and construction requirements, associated with BREEAM and the Code for Sustainable Homes, will help reduce air pollution emission through heat energy conservation.
- 39.5. The adoption of certain renewable heat technologies can assist reducing NO_x emissions from commercial gas boilers. These include solar water heaters, ground source heat pumps, air-source and heat pumps. However the use of biomass boilers can give rise to particulate matter and nitrogen oxide emissions leading to potential negative impacts on air quality. The combustion of wood results in higher air pollution emission than gas.

- 39.6. Camden has strict emissions control requirements for biomass boilers and CHP installed in the borough. These include use of high quality wood fuel, specific biomass boiler design features, boiler maintenance, effective combustion control, determination of stack height to ensure effective dispersion of emissions and most importantly particulate matter abatement technology.
- 39.7. Camden has been designated a Smoke Control Area under the Clean Air Act 1993. The Council are required to authorise all appliances which use certain solid and liquid fuels including biomass. Only 'exempt' appliances can be installed and operated in the borough, we require a chimney height calculation to be provided to demonstrate effective dispersion of emissions and can request abatement equipment is installed.

40. Noise and light pollution

- 40.1. The presence of major roads and railway lines add to the noise and vibration levels in the borough. Camden has a noise strategy that covers impacts of noise from commercial activities, construction, traffic and railways amongst others. Camden's UDP contains policies which limit the creation of noise and vibration from plant, machinery and demolition. The UDP also has a strong policy on light pollution and the prevention of nuisance from poorly sited and inappropriate lighting (see policies SD6, SD7 and SD8).

41. Biodiversity

- 41.1. The Camden Biodiversity Action Plan 2002 identified priority species present in the borough that are threatened by habitat loss and other factors including development. It shows that limited space exists to accommodate plants and animals in the borough and the importance of protecting and enhancing spaces/ habitats/ places that currently support biodiversity. New development is expected to protect and/or replace and enhance the existing ecology on site.
- 41.2. Trees are an important element of the environment, providing natural habitats and shelter, improving air quality as well as the appearance of the borough, and enhancing our quality of life. Camden's approach to managing and maintaining Council-owned trees in the borough is set out in the Camden Tree Strategy, which includes how climate changes may necessitate planting different species in future.
- 41.3. An ecological survey of the site should be carried out before any development proposals are fully formulated to provide data on the habitats and species present. Efforts should be made in all instances to avoid any impacts, and provide full mitigation where avoidance is not possible. It would be expected that for a large scale development project such as Euston an ecologist should be employed to monitor the site

before, during and after works are completed, and to be on call to provide advice as works are completed.

- 41.4. With respect to specific species surveys, we would advise that the Nature Conservation Section (LBC) is contacted to provide a background to the historic records of species in the area (e.g. Sparrow hawks have been spotted nesting very close by in recent years and in 2008) Bats and breeding birds (e.g. swifts) are likely to be present.
- 41.5. As the development footprint is likely to take up a substantial proportion of the site, there will probably be only limited space to include biodiversity enhancement measures. In line with PPS9, green roof habitats should be provided to provide foraging of and resting sites for biodiversity. Other suitable features that would enhance the site for biodiversity would be to include nectar rich climbing plants adjacent to buildings and incorporate bat and swift bricks into buildings.

LINKAGES WITH THE SURROUNDING AREA:

42. Euston Square Gardens

- 42.1. Once forming part of the grand entrance to Euston Station before redevelopment in the 1960s, Euston Square Gardens is used mainly as a through route to the station from Euston Road. It is under-utilised as a public open space and inappropriately divided by bus circulation, and paths do not necessarily correspond with the routes that people may want to take.
- 42.2. Any significant redevelopments around Euston station will need to include this square as part of the improvements to public open space, conservation areas and the public realm. Improving Euston Square Gardens is an integral element to the comprehensive approach to the station and the interchange. Proposals will be required to preserve or enhance the character of the Bloomsbury conservation area.
- 42.3. Euston Square Gardens is a valuable open space for the city, providing a green break in the built townscape, a place to pause, and should provide an appropriate setting for surrounding buildings. These important roles are undermined by a number of factors including its relationship with the bus station and the intervening bus circulation.
- 42.4. Any development around the station should therefore provide improved and coherent routes across Euston Square Gardens with logical and safe connections to the surrounding network of streets, public transport services, and other destinations which match people's desire lines. This should aim to be achieved without jeopardising the overall historical integrity of the square, but this might open up creative solutions to enhance this important amenity and the way it functions. Consideration should be given to improving the link between Euston Square and the network of other open spaces which run through Bloomsbury.
- 42.5. Development in the vicinity of Euston Square Gardens should maintain a sense of openness, linking in with necessary design and landscaping improvements to the station forecourt and public areas associated with existing buildings and new development proposals. The aim should be to provide a welcoming open space that draws people towards the station (and other destinations) but also allows people to move easily from east to west and vice versa. This supports a comprehensive and integrated approach to the development of the station which will involve varying degrees of intervention, remodelling and redevelopment

43. St James Gardens

- 43.1. St James Gardens is quite isolated from surrounding residential communities and has in the past suffered from crime and community

safety problems associated with street drinking which has led to the access from Hampstead Road being closed. The London Parks and Garden Trust have an inventory of historic spaces that contain important information on spaces such as St James Garden and Euston Square Garden which should be reviewed when developing proposals for the enhancement of these important spaces.

- 43.2. The design of major development at and around the station site will be required to look at Cardington Street and these public gardens and to facilitate safe and legible routes through, and access to, this park from and to the surrounding area alongside any other appropriate landscaping enhancement. Clear and pleasant links should be provided, where rail operational constraints permit, between this space and any development above the station. The sports facilities within this park are likely to require improvement. However, any proposals should respect the overall character of the space and the listed historical features.

44. Improved north-south and east-west links

- 44.1. Arising from the Euston-Marylebone study significant junction improvements are envisaged at “Euston Circus” which is at the junction of Euston Road, Hampstead Road and Tottenham Court Road. This will make north-south access across Euston Road easier and help improve pedestrian movement and access towards Euston from the west and south. These changes will also improve accessibility to the individual potential development sites identified in part 3 and also to Camden Town.
- 44.2. In addition, improved north-south access and crossing points across Euston Road to Eversholt Street and Melton Street are needed to improve pedestrian and cycle routes to and from Central London. New east- west links are also sought across the Euston station site to link in with Drummond Street, Euston Street and Hampstead Road to the west and Drummond Crescent, Grafton Place, Doric Way and Phoenix Road to the east. However, site constraints such as level differences, the location of the track beds, switches, crossings, signalling will determine where and at what level these can be provided.
- 44.3. More east west routes should be incorporated, where the operational constraints of the station permit, to enable more movement across the site and to better integrate any new development with the surrounding area and make movement between different facilities and destinations across the area more convenient. This contribution to more attractive and logical routes through the area would help to increase its vitality, linking Euston more effectively with King’s Cross and St Pancras.
- 44.4. The introduction of more activity on all available frontages would improve the street environment all round the station, making both more attractive routes for cyclists and pedestrians. In Cardington Street in particular, the

potential for new development in the northwest corner of the station site offers a significant public realm gain, adding natural surveillance and additional links to the park to increase its attractiveness and usability.

- 44.5. Similarly any development of the station needs to look at the quality of pavements and surfacing and improve the frontage presented to Eversholt Street to provide a much more interesting and active frontage to improve the overall quality of the pedestrian environment. This will need to be balanced against the operational constraints of the station, but could include better quality materials, more varied elevational treatments and lighting, access points and potentially some new retail units
- 44.6. There are a large number of trees along both Cardington Street and Eversholt Street and development proposals need to ensure that the loss of these trees is kept to a minimum and that replacement and enhanced trees and landscaping is provided.

45. Local shopping centres

- 45.1. The introduction of more activity on all available frontages would improve the street environment all round the station, making both more attractive routes for cyclists and pedestrians. In Cardington Street in particular, the potential for new development in the northwest corner of the station site offers a significant public realm gain, adding natural surveillance and additional links to the park to increase its attractiveness and usability.
- 45.2. Drummond Street shopping centre is an important local street containing a cluster of small businesses, restaurants and shops. The long term future of this street can be assisted through the retention and support of small businesses, improved access and signage from Euston station, an improved street environment and improved east-west links to encourage more visitor and pedestrian movement along the street.
- 45.3. Eversholt Street is another designated shopping centre which serves a mixture of local and specialist shopping needs. Similarly any development of the station needs to improve the frontage presented to Eversholt Street to provide more visual interest and activity than at present and create a more attractive environment and relationship with the area to the east of the station.
- 45.4. Development of the station site will clearly have a major impact on the businesses in this street so the activities and design on this side of the station and the development above needs to ensure an attractive street environment is created with measures which can support local businesses that could benefit from increased pedestrian movement and activity.

IMPLEMENTATION AND IMPACT MANAGEMENT

46. Consultation with local community

- 46.1. The Council will expect to see wide ranging and meaningful consultation with local people and community groups, beyond the consultation carried out on this framework, throughout the development of proposals for the railway station and the areas above and around it. Various stages should take place in the preparation of proposals in advance of submitting planning applications, and also during the construction/ implementation stages and post-completion to ensure all matters have been satisfactorily addressed. This should involve the preparation of a community consultation strategy focusing particularly on:
- Engagement with hard to reach groups such as the young, older people and BME Groups
 - Engagement and liaison with local businesses and other local stakeholders and institutions
 - Capacity building local people and groups to aid understanding and get involved in the processes around major development
 - Establishment of a community liaison group
 - Construction management liaison with local residents and communities
- 46.2. The consultation strategy should consider the use of public exhibitions and meetings, which should not only inform local residents and businesses of how proposals are developing but also be used as opportunity to hear their concerns and try to address these directly in the design of development or in drawing up mitigation measures.
- 46.3. Given that construction work on the station development is not expected to commence until well after 2012, there are likely to be significant opportunities for community engagement during the next two to three years. Ways in which representatives from local stakeholder organisations, resident groups, community and cultural groups and local businesses can be engaged in helping to shape the development should be drawn up by developers. A key objective would be to show how local people and neighbourhoods might share the benefits from developments on the boundary of two of Camden's most deprived wards (St Pancras and Somers Town and Regents Park).
- 46.4. In particular, there is potential for the West Euston Partnership Euston Opportunity Working Group to act as one focus point for consultation on development of the station site. The Group was originally established in 2005 by the West Euston Partnership (WEP), a community partnership based in Regents Park ward, to represent residents' views in relation to British Land's Regents Place development.
- 46.5. Early in 2008, WEP decided to extend the remit of the Working Group to include the parts of St Pancras and Somers Town ward likely to be

affected by the proposed development of Euston Station and to invite community and resident representatives from this area to join. The Working Group's core membership now comprises representatives from residents, community groups and local businesses, including tenants associations from the Regents Park; Ampt Hill Square, Ossulton and Churchway estates; the Bengali Workers Association; Hopscotch Asian Women's Group; the Camden Central Community Umbrella; Diorama Arts and the Third Age Project, and it is chaired by a Regents Park ward councillor.

- 46.6. The Group has met regularly throughout 2008 and has submitted detailed comments which were used throughout the preparation of this framework. While members of the group report back to the organisation or network they represent, we envisage that there would also be a series of other consultation meetings and events which would be open to local residents, and also meetings with particular constituencies and interest groups (e.g. residents of adjacent estates, young people, local businesses, members of the local Bengali population).
- 46.7. As development proposals progress it is expected that proposals will be presented to the Council's Development Control Forum prior to the submission of any planning applications. This will allow for proper discussion of any issues concerns outside of planning application timescales.

47. Making Camden safer, healthier and more inclusive

- 47.1. Improving community safety is a high priority for the Council. The Camden Community Safety Partnership has a Safer Camden Strategy that sets out a wide range of objectives and initiatives to tackle crime and anti-social behaviour. The level and type of crime and anti-social behaviour varies across the borough and "hotspots" have been identified at Camden Town, King's Cross and Bloomsbury. The Euston area sits between all three and also has some of the higher crime rates found in central London, some displaced from King's Cross. New development provides opportunities for preventive measures and collaborative working that can benefit established and new communities alike.
- 47.2. Reducing the opportunity for crime and disorder can be achieved by:
- Requiring development schemes to be designed to reduce opportunities for crime and anti-social activities and asking for crime impact assessments
 - Ensuring businesses and organisations take responsibility for reducing the opportunities for crime through effective management and design
 - Using controls on planning permissions to address the impact of certain uses

- Working with the police and other agencies to “design out crime” and assess the need for facilities to support policing and community safety activities

47.3. The Council will use planning obligations to secure the provision of any facilities or management measures deemed necessary to mitigate the potential crime and policing impacts of large scale developments.

48. Construction management

48.1. Construction can be very disruptive to residents, businesses, general amenity and movement. Developers will be required to submit construction management strategies as part of planning submissions and a management plan before implementation, to anticipate and address impacts on local residents, parking, obstruction, amenity, loss of business and other problems that can arise in Camden’s busy streets. Whilst all of the neighbourhoods around Euston station and the other sites could potentially be adversely affected by major construction works the consultation on the framework has highlighted that particular consideration needs to be given to minimising the impacts on the Amptill Estate directly to the north of the station.

48.2. Methods of construction and materials handling may be determined by these management plans, and new development designed with this in mind. A Construction Management Plan (CMP) should outline how construction work will be carried out and how this work will be serviced (e.g. delivery of materials, set down and collection of skips), with the objective of minimising traffic disruption and avoiding dangerous situations for pedestrians and other road users.

48.3. The Plan will need to be submitted and approved before any works start on site, and approval should be secured via a Section 106 planning obligation. The CMP will need to cover all development for the station and cumulative effects of surrounding development and should demonstrate that the following has been considered and where necessary the impacts mitigated:

- The access arrangements for vehicles.
- Proposed routes of vehicles to and from the site.
- Sizes of all vehicles and the schedule of when they will need access to the site.
- Swept path drawing for the vehicle routes for all vehicles sizes.
- Details (including accurate scaled drawings) of any highway works necessary to enable construction to take place.
- Parking and Loading arrangement of vehicles and delivery of materials and plant to the site.
- Details of proposed parking bays suspensions and temporary traffic management orders.

- ❑ Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)
- ❑ Details of hoarding required on the public highway
- ❑ Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman arrangements.
- ❑ The proposed working hours.
- ❑ Start and end dates for each phase of construction.
- ❑ Details of how traffic associated with the development will be managed in order to reduce congestion.
- ❑ Details of any other measure designed to reduce the impact of associated traffic (such as the use of construction material consideration centres).
- ❑ Details of how any significant amounts of dirt or dust that may be spread onto the public highway will be cleaned or prevented.
- ❑ Details of any Construction Working Group that maybe required, addressing the concerns of surrounding residents.
- ❑ How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport.
- ❑ Any other relevant information with regard to traffic and transport.
- ❑ The CMP should also include the following statement:

"The agreed contents of the Construction Management Plan must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter."

48.4. It should be noted that any agreed CMP does not prejudice further agreement that may be required for items such as road closures or hoarding licences. The impact of construction and access for construction vehicles was been identifies as a major area of concern for local residents and businesses in the area are in particular potential access through the Ampthill Estate through various public consultation events held in connection with the framework consultation.

48.5. During the construction of developments it is important to control dust emissions to prevent nuisance complaints by local residence, and to reduce the impact of dust emissions on local PM10 concentrations. Construction vehicles and machinery give rise to exhaust emissions of nitrogen oxides and fine particulate matter, which can also impact on local air quality.

48.6. Camden has produced a 'contractors' guidance note 'Guide For Contractors Working in Camden' which outlines measures for controlling

dust and emissions at construction and demolition sites. This requires developers to comply with the best practise measures outlined in the London Council's guidance note 'Controlling dust and emissions at construction and demolition site.' Camden requires air quality monitoring to be carried out for developments associated with lengthy construction periods, or that are in close proximity to sensitive receptors. The Council requires best practise measures to control and monitor air pollution to be included in construction management plans.

49. Servicing Management Plan and Freight Consolidation

- 49.1. The way a site is serviced can have an impact on transport because it can create obstructions and possible dangerous situations. The Council will expect all servicing requirement to be accommodated off the public highway on the development land. The Council will seek a coordinated approach to the servicing of the area through measures such as site area wide freight consolidation.
- 49.2. A Servicing Management Plan is aimed at managing the deliveries and servicing of the scheme, with the objective of minimising the impact of service vehicle deliveries and mitigating environmental effects. The Council will expect any development to include a site wide Servicing Management Plan, which will be secured via Section 106. Servicing of commercial premises should be designed in a manner that does not create an unsafe environment for pedestrians and cyclists and so that the amenity of residential occupiers is not unreasonable affected in terms of noise, disturbance or safety.
- 49.3. Details of the Servicing Management Plan will relate to the scale and kind of the development, however, in terms of assessing the impact on transport the plan should demonstrate that the following has been considered and where necessary the impacts mitigated:
 - Location and layout of servicing bays (drawings to be submitted).
 - Likely frequency and duration of serving movements (including methodology for generating these figures).
 - The sizes of service vehicles proposed to enter the site.
 - Swept paths should be provided to ascertain manoeuvring within the site.
 - Delivery vehicles should have a sufficient turning area to be able to both enter and exit the site in a forward gear. This will need to be demonstrated by swept paths.
 - Nature of goods to be delivered.
 - Route to and from on-street servicing bays to the building/service access where relevant.
 - Statement setting out how pedestrian and highway safety will be maintained during servicing movements;

- Statement setting out how servicing movement to the site can be combined and/or reduced to minimise traffic and service vehicle activity at the site.
- A detailed statement outlining how on-site servicing bays will be organised and managed.
- If on-street servicing is intended, a detailed statement giving reasons why this is necessary/reasonable and how it is expected to impact on safety and the operation of the public highway.
- Details of arrangements for refuse storage and servicing.
- How your approach to servicing takes into consideration the cumulative effects of other developments local to your site with regard to traffic and transport.
- Any other relevant information with regard to traffic and transport.
- The SMP should also include the following statement:

"The agreed contents of the Service Management Plan must be complied with unless otherwise agreed with the Council. The building occupiers shall work with the Council to review this Service Management Plan from time to time when necessary. Any future revised plan must be approved by the Council and complied with thereafter."

49.4. Freight consolidation involves grouping individual consignments, or part-loads, that are destined for the same locality at a consolidation centre so that a smaller number of full loads are transported to their destination. This is likely to involve a common servicing area for the whole of the station area whereby all deliveries are taken to the servicing area and stored in the short term before transporting in smaller, possible electric vehicle to the rest of the site. This is particularly important given that there is likely to be a lot of small businesses operating in a future development of the Euston area.

49.5. Freight consolidation works better if developers take an innovative approach to large developments, including area wide management of all deliveries and collection that must be adhered to by all occupiers. There are many possible benefits to this innovative approach including:

- Reduction in the number of delivery vehicles operating in the area, leading to less congestion and better delivery time reliability.
- Reduced conflict between vehicles in loading areas and delivery bays.
- Opportunity for improved delivery service levels by providing value-added services to retailers such as waste and packaging collection, additional stock room space and management at the consolidation centre and pre-retailing services.

- ❑ Reduction in fuel consumption and associated CO2 emissions.
- ❑ Reduction in toxic vehicle emissions leading to improved air quality.
- ❑ Noise reduction.
- ❑ More efficient use of the capacity of freight vehicles.
- ❑ Potential for business to co-ordinate their servicing activities
- ❑ Flexible delivery and servicing times and possible “just-in-time” deliveries for businesses.
- ❑ More efficient use of delivery vehicles, such as reverse logistics in that collections, such as refused, are taken away in the same vehicles that make deliveries.
- ❑ More pedestrian friendly zones and a more pleasant shopping experience.

50. Documentary requirements for planning applications

50.1. An application for the main station site could typically require the submission of:

- ❑ Planning statement explaining compliance with relevant policies
- ❑ Design and access statement
- ❑ Urban design strategy and analysis
- ❑ Public realm and open space assessment
- ❑ Environment Statement/ EIA for station site and above (including non-technical summary and as relevant including requirements listed below)
- ❑ BREEAM report (Building Research Establishment Environmental Assessment Method) and Sustainable Code for Homes assessment
- ❑ Affordable housing statement
- ❑ Archaeological assessment
- ❑ Conservation area and listed buildings/ structures impact assessment
- ❑ Community involvement report
- ❑ Community safety plan
- ❑ Construction management plan including construction servicing and logistics
- ❑ Land contamination assessment
- ❑ Daylight/sunlight & overshadowing assessment
- ❑ Servicing and waste management statement
- ❑ Development phasing plan
- ❑ Floor space schedule
- ❑ Lighting strategy
- ❑ Noise/ vibration/ ventilation – mechanical systems and acoustics reports
- ❑ PPG24 noise assessment including details of mitigation measures to protect noise sensitive uses
- ❑ Proposed planning obligations strategy
- ❑ Regeneration assessment

- ❑ Health impact assessment
- ❑ Community facility/ Social infrastructure assessment, etc.
- ❑ Refuse storage and removal
- ❑ Retail impact studies
- ❑ Strategic views assessment
- ❑ Sustainability statement including energy statement and renewable energy plan
- ❑ Transport assessment including draft travel plan In line with TfL 'Guidance for workplace travel planning for development'.
- ❑ Tree schedule and survey/ tree protection and landscape strategy
- ❑ Photographs of the site
- ❑ Photomontages of proposed development from a variety of views

51. Planning obligation priorities

51.1. The level and nature of planning obligations will relate to the nature of development which comes forward on or above the station site and the viability of any proposals, taking into account a range of factors. The following list whilst not exhaustive is intended to indicate the main impacts and issues which are likely to need addressing:

- ❑ Affordable housing
- ❑ Transport improvements and initiatives including an improved interchange between different transport modes
- ❑ Improvements to the connectivity of the area for pedestrians and cyclists
- ❑ Public realm and open space provision and improvements
- ❑ Accessibility to the station and other land uses within the development
- ❑ Community safety including replacement or new policing facilities and other measures to support effective policing.
- ❑ Regeneration initiatives including employment and training schemes, business support, local procurement and schools outreach by businesses
- ❑ Education and related services
- ❑ Health, faith, and other community facilities
- ❑ Environmental sustainability, particularly climate change measures such as wider CCHP connectivity
- ❑ Sustainable urban drainage and water efficiency measures
- ❑ Environmental measures to protect amenity: air quality, noise and light pollution
- ❑ Biodiversity and natural habitat/ resources
- ❑ Car free housing
- ❑ Design quality and related elements: microclimate, public art, planting and "greening"
- ❑ Conservation and enhancement of heritage features
- ❑ The balance of uses in mixed use schemes
- ❑ Phasing of development
- ❑ Construction impact management

- Management of servicing both during construction and after completion

PART 3 - POTENTIAL DEVELOPMENT SITES IN THE AREA

- The railway carriage sheds at Granby Terrace
- The former BHS depot site at 132-140 and 142 Hampstead Road
- The National Temperance Hospital in Hampstead Road
- The Euston Police garage in Drummond Crescent

52. Introduction

- 52.1. This document also sets out to provide some guidance on a number of other sites in the Euston area which may come forward for development. Guidance is given on relevant context and issues, and other site specific constraints such as conservation areas and listed buildings which will need to be considered.
- 52.2. A key purpose for the framework is to ensure that the station itself and surrounding sites which may be subject to development proposals are considered in a holistic manner. Development pressures at the station itself may lead to other sites in its 'sphere of influence' coming forward with development proposals. Developer interest has already been evident on some of these sites. The framework will therefore serve as a tool to guide the appropriate development of other sites, ensuring land uses and design approaches complement each other to deliver successful and sustainable change without detrimentally affecting existing neighbourhoods and residents.
- 52.3. The preferred land uses and design approach at the station site will set a new context for the development of these sites, alongside the existing character and pattern of development in the wider Euston area. Guidance on land uses, design, sustainability and linkages with the surrounding area (set out in Part 2) should also be considered when formulating development proposals for these sites.

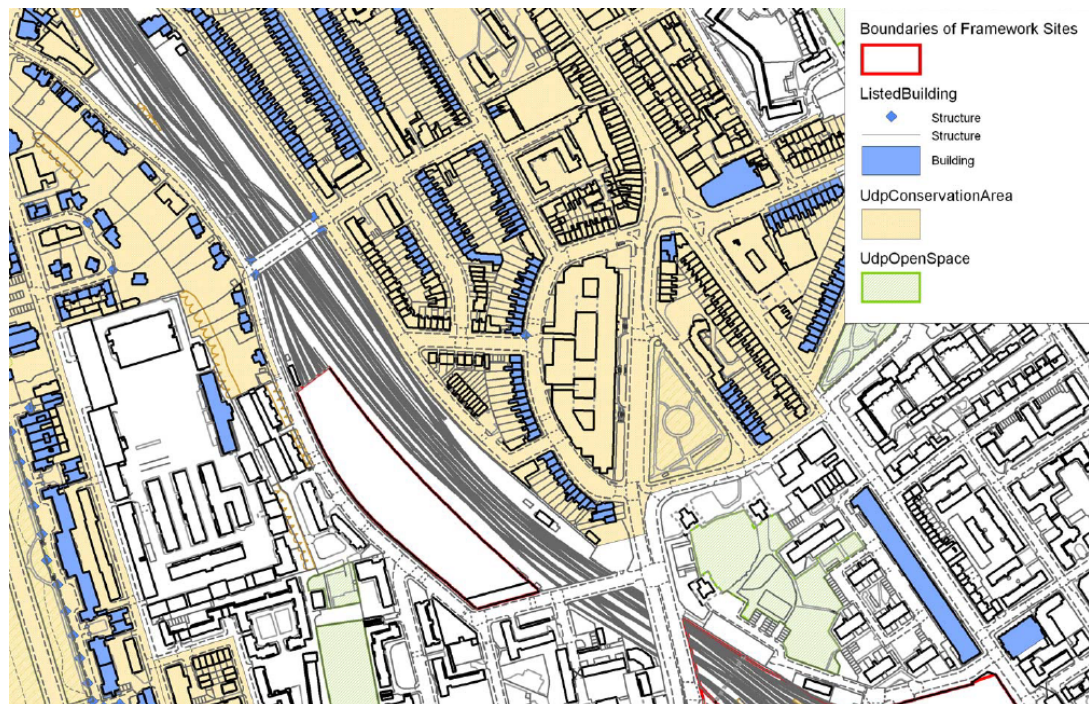
53. Railway carriage sheds at Granby Terrace/ Park Village East



- 53.1. This linear site is 1.32 hectares and lies 0.5km to the north of Euston railway station. It is located on the north side of Granby Terrace and runs

north-west in a cutting adjacent to Park Village East for approximately 230 metres. It comprises a disused train maintenance shed and there are presently nine railway lines entering it. A brick wall runs along the west elevation on Park Village East. The east side of the site is bounded by the Euston railway lines. To the north is the Mornington Street railway bridge.

- 53.2. Historical maps of 1894 show that Park Village East was once built up on both sides. In 1900-1906, clearance of the terraces to the east of Park Village East made way for the expansion and realignment of the railway lines. More recently outline planning permission was refused on appeal for a building (providing 45,000m² of office space) in 1990 on this site as permission could not be reasonably granted in the absence of an appropriate occupancy condition. The Secretary of State noted a number of key issues that would need to be considered when determining a planning application on this site, namely the effect of the scale of proposed development on strategic views and townscape, and the impact on the setting of nearby listed buildings and conservation areas.



- 53.3. The site is not located within a conservation area. However, it is located opposite the Regents Park Conservation Area, listed Nash buildings to the west and the Camden Town Conservation area lies to the east of the Euston railway lines. The site falls within the strategic viewing corridor from Primrose Hill to St Pauls. UDP Policy B9 indicates that planning permission will not be granted for development if the proposed height exceeds the development plane between Primrose Hill and the base of the lower drum of St Pauls Cathedral.

- 53.4. The Regents Park conservation area extends along the western side of Park Village East north of no. 36. The conservation area was designated in 1969 and extended in 1985. The area is characterised by detached villas, designed by John Nash, built in neoclassical and gothic styles set in landscaped gardens. These villas are Grade II listed, and planning policies seek to preserve or enhance the special character of or appearance of the conservation area and the avoid harm to the setting of listed buildings. In addition to the nearby listed buildings, a pair of stone piers with lamp standards at the western end of Mornington Street Railway Bridge are Grade II listed. The historic buildings, and the spaces between them, are valued elements of the townscape which aid an understanding and appreciation of the character of the area.
- 53.5. The existing building is a depot and it could be reused for similar rail related depot and storage activities. If alternative development proposals do come forward, as the building was last used as a carriage shed, it would need to be demonstrated, in order to comply with UDP Policy T6⁴ and London Plan policy 3C.4, that the removal of this building would not prejudice long term public transport provision through the loss of transport infrastructure and that the site is unlikely to be needed in the future for transport purposes including rail freight.
- 53.6. As the depot use is considered an employment use, UDP Policy E2 suggests alternative business uses may also be most appropriate for the existing site subject to relevant development standards. Such uses would be anticipated to be located at lower levels close to the railway tracks where it is anticipated that an acceptable residential environment could not be created.
- 53.7. Any proposal which involves the provision of new residential accommodation on this site above a depot related use would need to show that a satisfactory residential environment can be created and this will need to be subject to a PPG24 noise assessment to ensure that a satisfactory residential environment could be created this close to the railway. Subject to design and amenity considerations being satisfied, residential use is the highest priority use within the Camden UDP and where sites are vacant or underutilised the plan seeks a contribution to the supply of housing.
- 53.8. If new housing is proposed then it can generate impacts on existing local facilities as well as generating its own needs and on-site open space and community facilities may be required depending on the scale of development. Open space provision on site, including for uses such as outdoor recreation and play, is in line with policies SD2, N4 and C3B of the Unitary Development Plan.

⁴ This policy will not be used after June 2009 (see para 2.24 of Appendix 2 for explanation) .

53.9. Any development must avoid having an unacceptable impact on the amenities of surrounding residents, both at Park Village East and east of the railway tracks. Any proposed development should very carefully respect the setting of the Nash villas in terms of built form, layout, scale and proportions. The scale of any proposed development should also be sensitive to the views and setting of Camden Town conservation area, located to the east of the railway tracks particularly the area around Mornington Crescent. The Camden Town conservation area was designated in 1986 and extended in 1997. The panoramic views from Mornington Terrace across the railway cutting are identified as a key view in the conservation area character appraisal.

53.10. The location of accesses to any proposed development on site also needs to be carefully considered to avoid unreasonable traffic and parking conditions on Park Village East. Given the good to excellent public transport accessibility of the site and its location within a CPZ, car-free housing would be appropriate, in line with UDP policies T1A and T8.

54. Former BHS depot site, 132-140 and 142 Hampstead Road

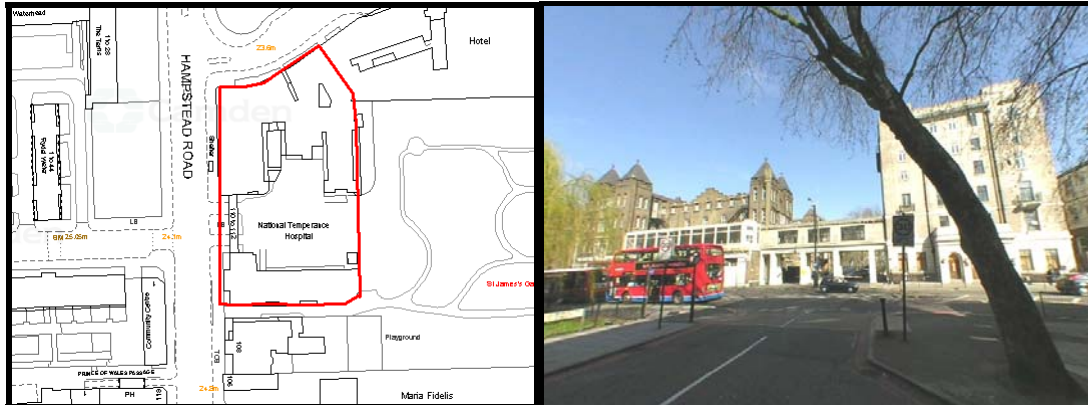


54.1. The site which is 0.61ha in size on the east side of Hampstead Road to the north west of Euston station and directly north of Cardington Street and directly adjacent to the railway tracks. It is occupied by warehouses (part used by UCLH NHS Trust for pharmaceutical storage and distribution), offices and a vacant petrol filling station. There is a small garden area at the south end of the site which is a designated open space in the Camden UDP. Opposite are 6-7 storey blocks of flats set back from the road. The site is currently owned by Derwent London.

54.2. Outline planning permission (Ref: PSX0204398) was granted on appeal on 01/4/03 (Ref APP/X5210/A/02/1097662) for the development of the site to provide 24,220 sq m of B1 and 4,785 sq m of B8 floorspace in residential where two separate buildings.

- 54.3. Outline planning permission (Ref. PSX0205078) was granted on appeal on 01/04/03 (APP/X5120/AI02/1105999) for the development of the site to provide 24,220 sq m of Class B1 floorspace, 2,125 sq m of Class B8 floorspace and 6,560 sq m of Class C3 residential floorspace in two separate buildings. Both approvals have associated unilateral undertakings.
- 54.4. The reserved matters were approved in May 2005 and the elevational details were approved in 2006. In June 2006 permission was granted to vary conditions 2 and 3 of the outline planning permission (PSX0205078) dated 1st April 2003 to extend the time limit for submission of reserved matters and implementation for a further 3 and 5 years respectively.
- 54.5. The site is identified in the UDP schedule of land use proposals (site 20). The preferred use is to retain employment usage (including B8 and flexible B1 uses) with residential where appropriate. UDP Policy E3 also protects warehousing in Central London from the net loss of suitable premises, and any loss of business floorspace would need to be considered in line with the criteria set out in Policy E2 of the UDP.
- 54.6. The planning permissions granted on this site set a precedent for mixed use developments including residential in this location. There does appear to be scope for providing significant amounts of residential accommodation on the upper floors in a mixed use building which reflects the scale of the housing opposite. Development should respect the scale of built form in the vicinity and the character of the area. Affordable housing provision should be considered in line with UDP policy which should normally be achieved on site.
- 54.7. Given the Central London location there is some potential for hotel or student accommodation as part of a mix of uses on site; however, retention of employment space, and provision of permanent residential accommodation are higher priorities for the Council. Proposals should include open space provision on site, and the provision of community facilities would be welcomed as part of a mixed use scheme.
- 54.8. Any proposal which involves the provision of residential accommodation on this site would need to be subject to a PPG24 noise assessment to ensure that a satisfactory residential environment could be created this close to the railway.
- 54.9. The Council will seek to secure new pedestrian and cycling links across this site in order to improve accessibility between Euston station, Hampstead Road and St James Gardens. The provision of open space on this site could also be coordinated with improvements to St James Gardens and the potential enhancement of its historic assets.

55. The National Temperance Hospital, Hampstead Road



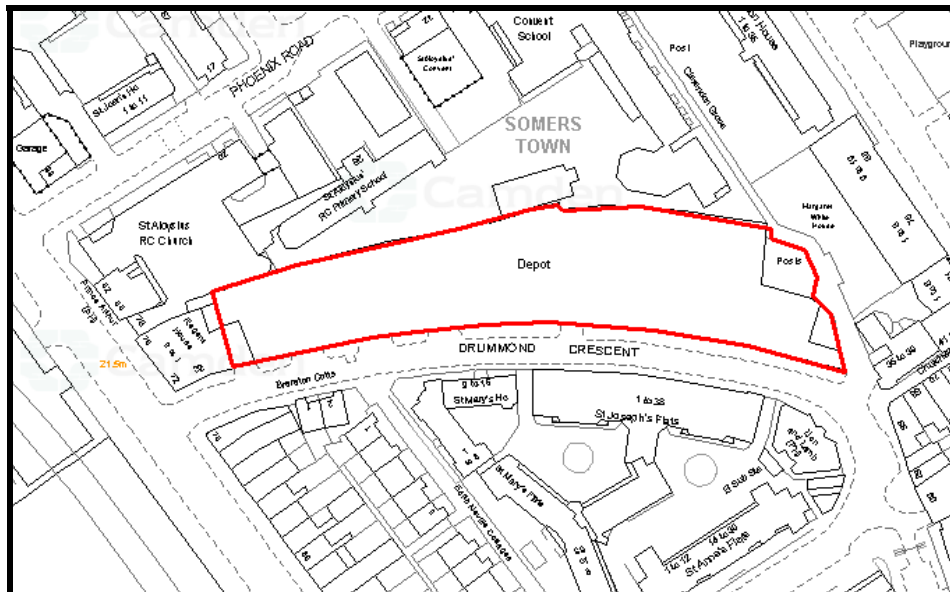
- 55.1. This site is approximately 0.35 hectares in area. It lies on the east side of Hampstead Road and immediately adjoins St James' Gardens, further to the east. There are two distinct clusters of building blocks on the site. The northern half of the site is occupied by mainly four to five storey Victorian buildings of an institutional character arranged in a number of wings with ridged roofs and turret features. The original hospital was built in the 1880's as the London Temperance Hospital with further expansions carried out in the late 19th and early 20th centuries.
- 55.2. To the south end of the site is a six storey inter-war art-deco style building; the Insull Memorial Wing, which opened in 1932 when the hospital was also renamed as the National Temperance Hospital. This block also has an institutional appearance and was linked to the older buildings by a tiled colonnade serving as a main entrance to a central courtyard. This is the approximate site of the now demolished St. James' Church, and now used for car parking
- 55.3. The hospital was subject to bomb damage and extensive and often unsympathetic alterations in the post World War II period. It is believed that the main use as a hospital ceased in the 1980s and more recently the buildings were used for a variety of health care and health care related activities including administration, support services, health authority offices, for a variety of supporting activities associated with nearby hospitals, (specifically University College London Hospital) and for research and development purposes. The Medical Research Council purchased the site in 2006 as a relocation site for elements of their operations located at Mill Hill.
- 55.4. The site is not in a conservation area and whilst it was considered by English Heritage for Listing in December 2008, English Heritage and the Secretary of State considered that the buildings did not warrant being listed as being of either special architectural or historic interest. The buildings do not adjoin any other Listed Buildings although it should be noted that some of the statues and tombs within St James' Gardens are

listed. The south western corner of the site is located within the London View Management Framework strategic viewing corridor from Parliament Hill to the Palace at Westminster and in the background consultation area for the Greenwich to St Paul's Cathedral viewing corridor.

- 55.5. There is no recent planning history relating to this site and the range of uses listed above would either fall within use classes B1(a) offices, B1(b) research, Class C2 hospital or class D1 (non residential institution including health care) or a combination of these uses. The site is now largely vacant, although it is used for storage and other purposes by University College London Hospital and the Medical Research Council.
- 55.6. The site lies with in the Central Activities Zone as indentified in the London Plan where activities which deliver London world's city activities are promoted and the Camden UDP would seek to promote a mix of uses including a contribution to the supply of housing. The London Plan and replacement UDP recognise the importance of health care facilities and both protect and promote these uses.
- 55.7. London Plan Policies 3A.18, 3A.20, 3A.21 and 3A.22 all promote and protect social infrastructure, including medical facilities, health objectives and require the provision of additional health care facilities as well as identifying the continued role that London plays in a national and international context in the provision of medical excellence promoting expansion, where appropriate. Policy 3B.5 supports innovation and the retention of research facilities.
- 55.8. Camden UDP policy C1 supports development that will provide a net increase in healthcare facilities and seeks to ensure an adequate supply and distribution of sites and premises to meet healthcare and health care associated needs, whilst policy C2 states that permission will not be granted for the loss of community uses unless an adequate replacement facility can be provided or the specific use(s) are no longer required and it can be demonstrated that no demand for other suitable community uses exist for the site.
- 55.9. Subject to the site not being required for healthcare or associated uses the Council would activity encourage the re-use or redevelopment of the site in accordance with policy SD3 (Mixed use development) of the replacement UDP which expects an appropriate contribution to the supply of housing. The Local Planning Authority will have specific regard to:
 - The character, diversity and vitality of the surrounding area
 - The suitability of the site for mixed use development
 - The need for active street frontage and natural surveillance
 - Any over dominance of a single use in the area, and the impact of the balance of use proposed on the area's character, diversity and vitality.

- 55.10. Whilst English Heritage have clearly stated that the architecture of the hospital is not special, in the interests of sustainable development the potential for retention and reuse of some elements of the site as part of a conservation-led regeneration scheme should be considered in the evaluation of redevelopment options. At the least, materials generated through demolition should be recycled in reconstruction phases. In the event of redevelopment, opportunities for salvaging and reusing smaller scale architectural features and artefacts as reminders of the site's past use should be explored and exploited if possible.
- 55.11. Housing is the priority land use in the Camden UDP and, in order to encourage housing provision, the Council will seek the fullest potential residential use of vacant and unused land and buildings and will require certain sites to be redeveloped primarily for residential use in line with Policy H1. If the site is no longer required for use or reuse (including redevelopment) to accommodate activities consistent with those already established on the site then Camden would consider that it is particularly suitable for housing (including affordable housing).
- 55.12. The proximity of the site to St James' Gardens would assist the provision of a relatively quiet residential environment in an otherwise busy area. The site may also be suitable for a mixed use, residential led development which includes some community activities, including nursery, school, health, or small scale retail uses.
- 55.13. UDP policy N2B notes that planning permission would not be granted for any development bordering public and private owned space that it considers would cause harm to its wholeness, appearance and setting, or is likely to intrude on the public enjoyment of the open space. The design and appearance of any proposals for the site will therefore need to ensure the highest standards possible and not harm the setting of St James' Gardens. The scale of development of the existing buildings would be an important consideration in this assessment.
- 55.14. UDP policy N4 states that developments likely to lead to an increase in use of public open space will be required to make a contribution to the supply of open space in order to ensure that public open space deficiency is not created or exacerbated. As well as providing new open and amenity space as part of new development, there are ongoing community safety issues in and around St James' Gardens. Re-use/ redevelopment of the National Temperance hospital site provides an opportunity to improve the gardens, enhance their historic assets and improve community safety in the immediate area through informal surveillance and usage.

56. Euston Police Garage, Drummond Crescent



- 56.1. The site is on the north side of Drummond Crescent a short distance to the east of Euston station. It is completely covered by a tall single storey building which is used as a vehicle depot/garage with ancillary offices by the Metropolitan Police Euston Traffic unit. It is 3580 sqm in area and is mainly used for vehicle servicing. The Metropolitan Police have indicated that they are considering selling the site to find an alternative facility.
- 56.2. Opposite the site across Drummond Crescent there are five storey flats to the east end and two and three storey houses to the western end of the street. To the rear of the site are the playgrounds to two schools. To the north east are five storey blocks of 1960's flats. These surrounding uses give the area a predominantly residential character. Any potential redevelopment of the site should take account of scale, form and placement of the existing building on the back edge of the footway to ensure the sense of enclosure currently given to the street is retained.
- 56.3. The site has been used by the Metropolitan police as a vehicle maintenance depot by the police for a number of years. Several planning applications have been received in the past for minor works and alterations, including replacement windows and signage.
- 56.4. Given the current use of the site, Policy E2 of the UDP (Retention of Existing business uses) will be a relevant consideration. The Council will not grant permission for a development which involves the loss of business use where there is potential for that use or another business use to continue. Regard will be had to location size, servicing and the demand variety and supply of sites suitable for employment uses. The

Council will try to encourage the provision of flexible business space and accommodation for small firms.

- 56.5. If loss of employment use were justified in the light of the criteria outlined in policy E2 then a residential led scheme would be the most appropriate, given policy requirements and the need for housing (especially affordable housing) in the borough. In these circumstances, other business and other community uses may also be appropriate as part of a mix of uses on the site.
- 56.6. The site is not located within a conservation area nor are the buildings listed so redevelopment could be acceptable. There appears to be some scope to extend the building beyond its current envelope but any proposal would need to demonstrate that it is acceptable having regard to the amenities of surrounding occupiers and the surrounding townscape, including the school behind.

57. Planning application requirements for potential development sites

- 57.1. The following assessments/ information are likely to required on smaller development sites within the area:

- ❑ Planning statement explaining compliance with relevant policies
- ❑ Design and access statement
- ❑ Planning statement explaining compliance with relevant policies
- ❑ BREEAM report (Building Research Establishment Environmental Assessment Method) and Sustainable Code for Homes assessment
- ❑ Affordable housing statement
- ❑ PPG24 Noise Assessment including details of mitigation measures to protect
- ❑ Tree schedule and survey/ landscape strategy
- ❑ Photographs of the site
- ❑ Photomontages of proposed development from a variety of views
- ❑ Refuse storage and removal
- ❑ Transport assessment including draft travel plan
- ❑ Daylight/ sunlight & overshadowing assessment
- ❑ Servicing and waste management statement