

# Help us shape the future of Euston

July 2024



Produced by Camden

July 2024

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# 01

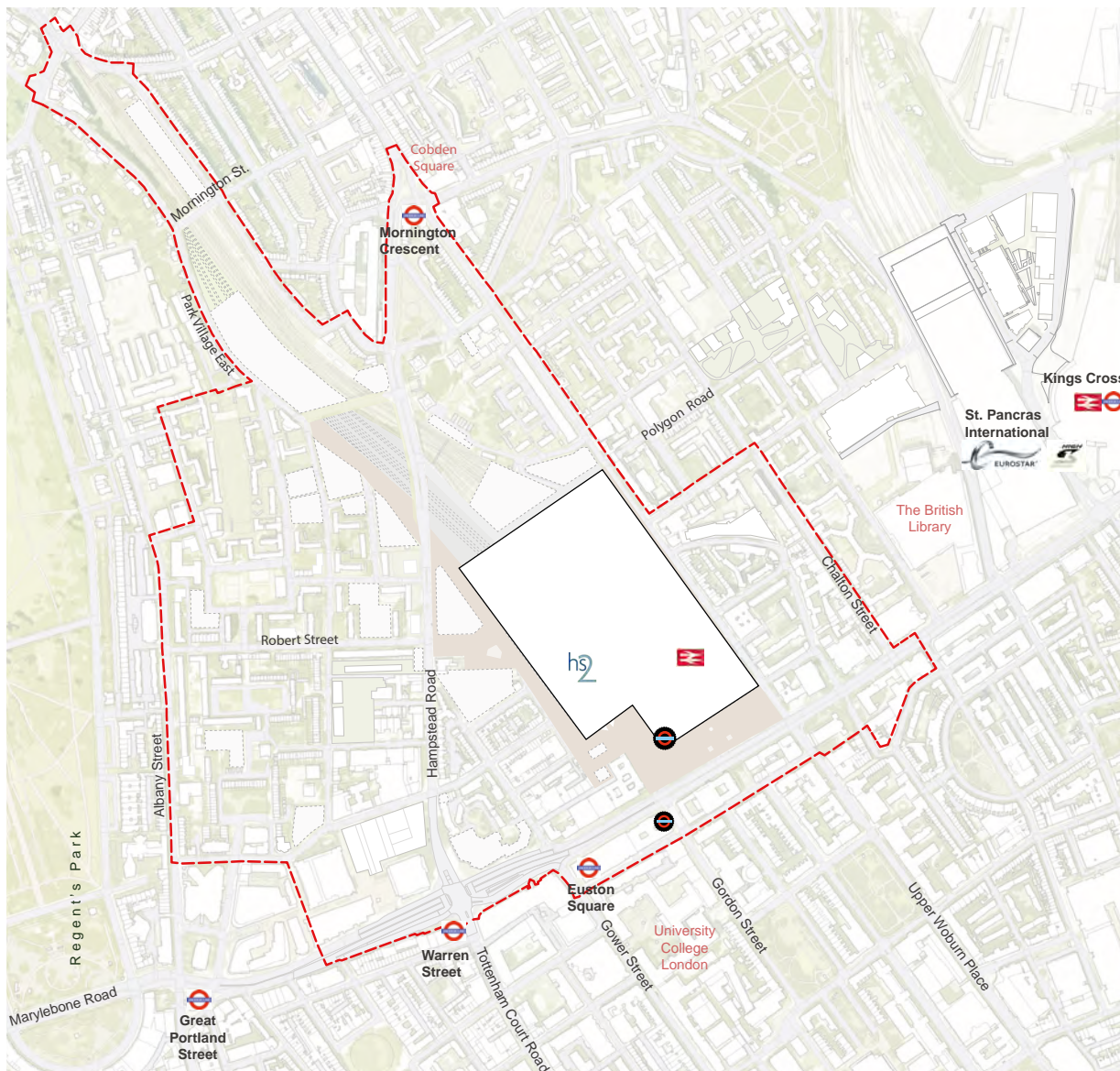
## What is this Consultation about?

- The Euston Area Plan
- Updating the Euston Area Plan
- Proposed updates to the EAP published for consultation in 2023
- Details of the 2023 Government Announcement & how this impacts developments at Euston
- How are we updating the EAP?

# The Euston Area Plan

### Key

--- EAP boundary



Key Plan of the Euston Area Plan

This consultation aims to highlight key Government announcements and the effect that they could have on the updates to the Euston Area Plan (EAP).

The EAP was adopted in 2015. It is a long-term planning framework to guide transformational change in the area, focused on the redevelopment of Euston Station. It sets strategic policy for new

development in the Euston area, illustrating where new open spaces and buildings could be, what their proposed uses could be (homes, shops, employment, community facilities), guidance on important design considerations and enabling sustainable travel in and through the area. It seeks to secure benefits from regeneration for the local community and London as a whole.

# Updating the Euston Area Plan

We carried out an initial consultation on proposed updates to the EAP early in 2023 following a partial review of the EAP to reflect policy updates, evolving priorities, and design development since the EAP's adoption in 2015. Soon after this consultation, the Government announced a pause to HS2 works at Euston, while strategic decisions were made about the future of Euston. With the publication of its [Network North paper](#) in October 2023, the Government confirmed that HS2 will come to Euston and we have restarted work on the Plan.

Proposals for development at Euston will require planning permission and will be assessed against Camden's Development Plan, (including the London Plan, the Camden Local Plan, and the EAP) so it is important that the EAP is up to date.

A new Government, following the July General Election could take a different direction on HS2 at Euston, but at this moment in time the Council is working to information available. In reviewing this limited information, we think that many of the issues at Euston remain broadly the same, as do our aspirations for the area, however there are some details that we understand may change and we have tried to highlight these where possible, based on our understanding and interpretation of a variety of potential scenarios. This consultation picks up on some of the key updates we expect to make to the EAP review as a result of the 2023 consultation, and highlights proposals for specific site allocations.

We propose to include specific site allocations in the submission draft of the EAP review. The sites identified so far are included in the updates for the relevant 'Places' chapters in this consultation, including more detailed information about the proposed sites. Further work to identify sites will also be undertaken as part of the work by the Housing Delivery Group. If suitable sites are identified through working with local communities, they could be included in the submission draft of the EAP review as a site allocation.

**We encourage the promotion of sites for consideration as part of this consultation.**

# Proposed updates to the EAP published for consultation in 2023

We have produced a consultation report which summarises the responses to the initial consultation and where possible we have indicated how we intend to respond to them.

It is important to note that the current consultation is additional to the 2023 consultation and all responses to that will be considered alongside responses to this current consultation.

A summary of the responses received as part of the initial consultation can be viewed [here](#).

There will be further consultation on a revised version of the update Plan prior to submission for independent examination (further consultation is currently expected in Winter 24/25 with submission for Examination in Spring/Summer 2025).

## **There are a number of key questions that we would like your views on:**

- Do you have any comments on the overall proposed approach set out in this consultation?
- Do you have any comments on the suggested approach to the Euston Station and tracks chapter given the uncertainty here?
- Do you have any comments on the suggested approach to the Euston Road chapter given the uncertainty here?
- What are your views on the proposed site allocations set out here?
- What are your views on priorities for new routes? (East to West connections and North to South)
- Do you have any suggestions for additional sites or locations which could be suitable for conversion to housing not currently identified here?

# Details of the 2023 Government Announcement & how this impacts developments at Euston

## Network North Paper

The [Government's Network North paper](#) published in October 2023, sets out that:

- The HS2 line will finish at Euston station, providing links to Central London and onwards.
- Euston HS2 station would be redesigned with the aim of reducing costs:
  - reducing from 10 to 6 platforms
  - the HS2 project will not provide a tunnel between Euston and Euston Square underground.
- A separate delivery company will be appointed to manage the delivery of Euston station.
- There is an ambition for private sector investment and for funding for the HS2 station to be underpinned by contributions from development.
- The Government's aspiration to establish a delivery corporation to create up to 10,000 homes at Euston and subsequent announcement of a Housing Delivery Group.

## Basis for updating the Euston Area Plan

The proposed updates to the EAP are being progressed on the basis that HS2 will terminate at Euston given the Government's renewed commitment. The High-Speed Rail (London - West Midlands) Act 2017 has authorised construction of the phase 1 of HS2 and as overall planning permission for the HS2 works have been granted by the approval of the HS2 Act, the Council cannot consider the principle of development, but it can consider certain details of development, and these are set out in Schedule 17 of the HS2 Act.

It is with this in mind that the updates to the EAP are progressed, including provision for a HS2 station at Euston. We are still trying to understand what these changes mean for development capacity at Euston as details are still emerging. It is likely that any updates to the EAP will need to concentrate on setting strategic objectives and guidelines for development, rather than showing detailed proposals.

The specifics of how we expect the announcements to affect the EAP are included under the relevant chapters.



# How are we updating the EAP?

## General approach to emerging information

The content and proposals in the EAP need to be capable of being delivered by a developer or through Government funding and to be considered deliverable. It is important that the EAP reflects the general approach to development of the stations set by Central Government. Therefore, the plan proposals have been, and will continue to be developed to respond to costs, physical constraints and technical requirements of key stakeholders and landowners (where information is available). Given the Network North announcement and the need to revise the station design, it is difficult for this consultation to reflect detailed proposals given there are no firm station designs and the potential for further change following the General Election.

The EAP will be updated based on reasonable assumptions, setting out clear objectives and ambitions. It will be important to strike a balance between ambition and the current position around funding, noting the value that careful design and investment creates. In updating the EAP, phasing will need to be considered and, in some cases, this may mean plans show options to allow for future station growth to meet demand if funding allows. The submission draft of the EAP may also be updated to reflect forthcoming decisions around the stations.

## Relationship with The Local Plan

The Council are in the process of preparing a new Local Plan, which is expected to be adopted in 2026. The Local Plan is the Council's main planning policy document, which provides the framework for managing development in Camden.

Following the pause in production of the EAP, while awaiting strategic direction on the future of train services at Euston, the EAP is now working to a similar timetable to the new Local Plan, with the new Local Plan due to be submitted for Examination in Spring 2025, and the EAP due to be submitted for Examination by Summer 2025. With this in mind, and following the direction of the National Planning Policy Framework, which states in paragraph 16 (f), that plans should *'serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant)'* there may be some reduction in text in the EAP, and the addition of appropriate signposting, where it is considered that matters are covered in appropriate detail in the Local Plan, which itself will include further detail about the strategic opportunity at Euston.

# 02

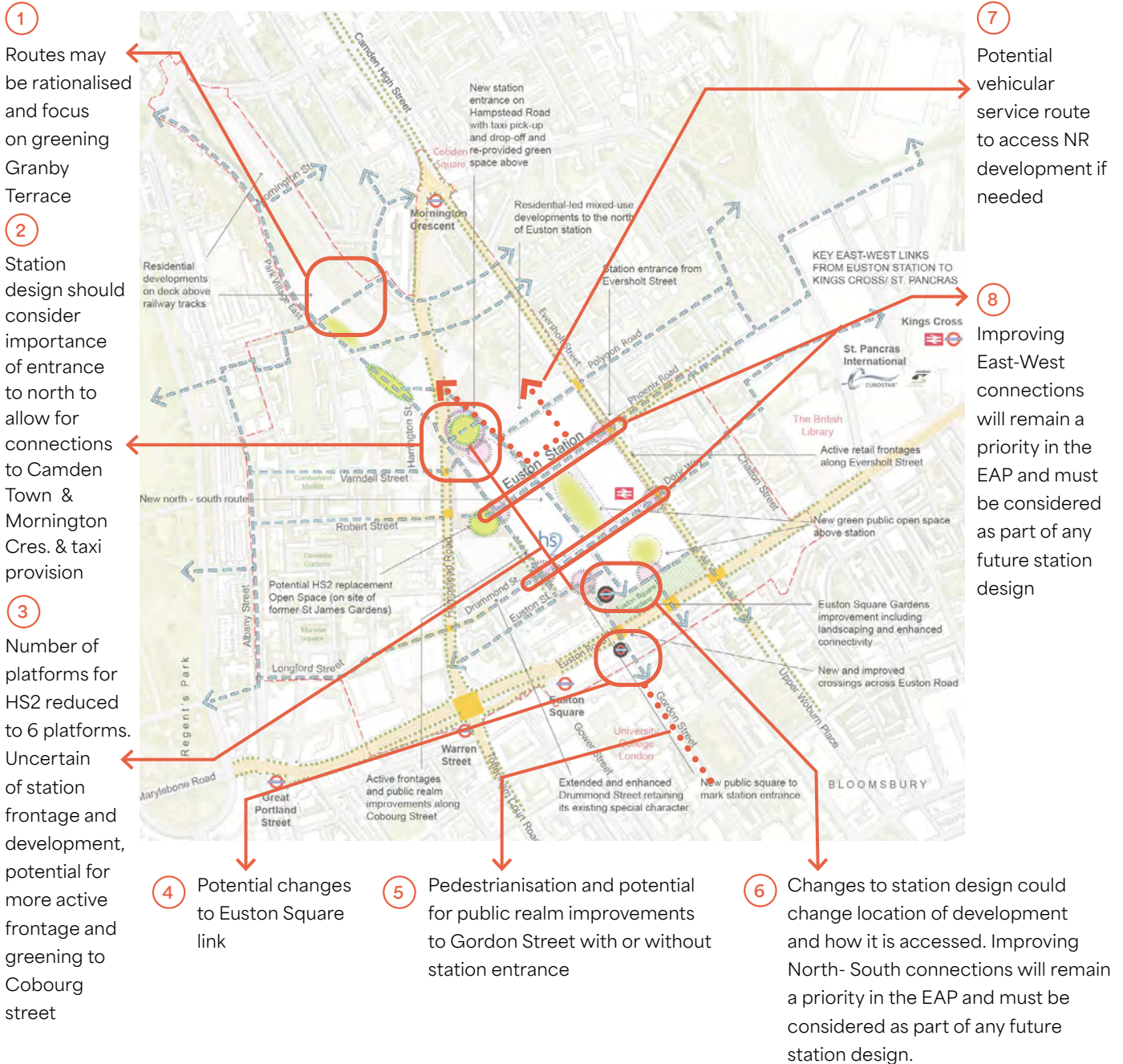
## What does this mean for the EAP?

- Development Strategies
- Places & Site Allocations



# Development Strategies

## Overall Strategy



We expect our overall approach to development to remain the same, seeking delivery of new homes and jobs, replacement and new open space and community facilities around the new/ redesigned station(s), improving connections and securing tangible benefits for our communities. Whatever the final station designs, it will remain important to ensure that that investment delivers benefits where they are most needed, maximising social value at the planning, construction, and end user phases, ensuring that all aspects of development promote health and well-being and address concerns around safety and security.

View a summary of our proposed [Overall Strategy](#).

The EAP will continue to recognise the importance of a comprehensive approach to development, including highlighting the importance of placemaking through reconnecting communities on either side of the station, providing replacement and new open space and other community facilities, new jobs, and inclusive growth which benefits Euston, London, and the UK.

Further discussion and work is needed to understand what the Network North Paper's ambition for private sector investment and funding for the HS2 station means and how this will be progressed by any future Government, the extent of contributions and the impact that this

will have on the viability of development. Existing and emerging national, regional, and local planning policies set out the policies for development, all of which will need to be considered when establishing the level of contribution that development at Euston can make to the delivery of the station, recognising the local priorities that have been established and the need for planning obligations to mitigate local impacts. This will be reflected in updates to the EAP where possible.

We also expect to update the Illustrative masterplan to reflect key changes and to pick up on minor comments received as part of the consultation process.

## Land-use Strategy

The proposed updates to the EAP published in 2023, reflecting the reduced availability of land and identified constraints, set a new, lower target for the delivery of housing and jobs, while continuing to highlight the need for improved links through and across the station, new and replacement open space and the need to integrate the stations and development with the surrounding communities.

We expect the broad approach to land use to remain the same, with updates to some of the detail to reflect the Government's announcements. View a summary of our proposed [Land-Use Strategy](#).

The Government's Network North paper sets out the aims to reduce costs at Euston; reduce the size of the HS2 station from 10 to 6 platforms; and to secure private finance through development around the station and the delivery of additional homes in the Euston area. While there are currently no firm plans for station design, or how finance will be raised, we expect future decisions in relation to these points may affect where and how development can take place, which would be reflected in future updates to the EAP.

These future updates are likely to include different options to cover different levels of ambition for development largely dependent on different station scenarios, though it will not include a no HS2 station scenario given the Government confirmation in October 2023.

The EAP is expected to include options with development above a zone which could include provision for additional platforms if needed in the future to expand train services to Manchester and northwards, given there is work underway by northern cities to consider how to connect to central London despite the cancellation of HS2 between Birmingham and Manchester.

The delivery and type of housing capable of being built above the station could be limited. This is because the station operators/owners would want to retain ownership, and if housing is built above the station for leasehold purchase there is a risk that leaseholders rights could affect the future operation of the station.

We expect to update the illustrative masterplan to reflect these changes and to pick up on minor comments received as part of the consultation process.

## Housing Delivery

As part of the Network North announcement, the Government stated their intention to set up a new Housing Delivery Group for Euston to look at options to deliver more homes in the Euston area alongside £4m investment.

From the responses to the 2023 consultation on proposed updates to the EAP, we are aware that many people were concerned about the reduction in housing numbers resulting from the reduction in enabled land.

The Council will work with Government to look at opportunities for unlocking housing delivery within the EAP boundary and the wider area and are clear that proposals will need to be discussed and developed with local communities. This could include the conversion of existing buildings (subject to policy and viability considerations).

We encourage the promotion of sites for consideration as part of this work.

If suitable sites are identified, they could be included in the submission draft of the EAP as a site allocation.

This work to identify additional sites for housing is at a formative stage, if sites are identified through work with residents, they could be included in the submission draft of the EAP. More information is provided in the 'places' section and in the 'site allocation' section below.

## Design Strategy

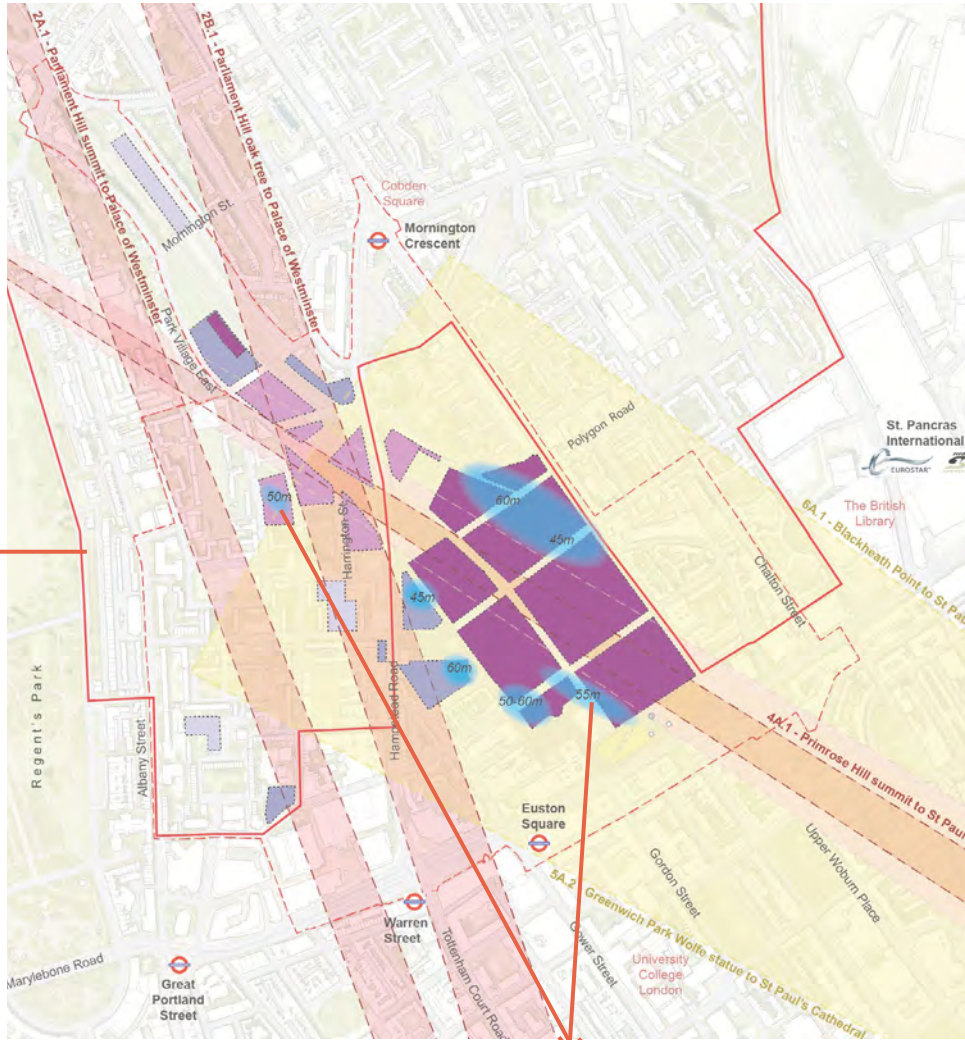
We expect the overall principles included in the existing and proposed updates to the design strategy to remain largely unchanged and we will expect emerging design proposals to respond to these. View a summary of our proposed [Design Strategy](#).

We expect to update the definition of a tall building so that it aligns with Policy D2 'Tall Buildings' of the Draft New Camden Local Plan. This draft Local Plan defines tall buildings as buildings which are over 40 metres in height in the Central Activities Zone and over 30 metres elsewhere. This policy was informed by the Building Heights study.

We also expect to update the Illustrative masterplan to reflect key changes and to pick up on minor comments received as part of the consultation process.

# Indicative heights

- ① CAZ boundary line that delineates threshold for tall building heights:
- all tall buildings north of CAZ boundary higher than 30m will trigger Tall Buildings Policy D9 in London Plan 2021
  - all tall buildings south of CAZ boundary higher than 40m will trigger Tall Buildings Policy D9 in London Plan 2021



② Indicative location and indicative maximum heights remain applicable north and south of CAZ boundary line

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

Key

<p><b>Heights</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #4b0082; border: 1px solid #000; margin-right: 5px;"></span> 30-38 metres (c.9-12 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #6a329f; border: 1px solid #000; margin-right: 5px;"></span> 20-33 metres (c.6-10 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #316398; border: 1px solid #000; margin-right: 5px;"></span> 12-25 metres (c.4-7 storeys)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #add8e6; border: 1px solid #000; margin-right: 5px;"></span> 10-17 metres (c.3-5 storeys)</li> </ul>	<p><b>LVMF Designated Views</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #f08080; border: 1px solid #000; margin-right: 5px;"></span> Landmark Viewing Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffcc99; border: 1px solid #000; margin-right: 5px;"></span> Wider Setting Consultation Area (Foreground / Middleground)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #ffff99; border: 1px solid #000; margin-right: 5px;"></span> Wider Setting Consultation Area (Background)</li> </ul>	<p><b>Taller buildings</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00b0f0; border: 1px solid #000; margin-right: 5px;"></span> Indicative locations for taller buildings (45-60m depending on locations)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: #00b0f0; border: 1px solid #000; margin-right: 5px;"></span> 45m Indicative maximum heights shown in m in taller building locations</li> </ul>
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→ Annotations for consultation 2024. (Areas of potential change)

— CAZ outline delineating boundary for tall buildings threshold (40m in central area and 30m elsewhere)



## Transport Strategy

We expect that the principles outlined in the Transport Strategy Chapter of the EAP will be largely retained.

View a summary of our proposed [Transport Strategy](#).

While information on expected future demand resulting from the Network North paper is not yet confirmed, we understand that this could affect the future train services into Euston, which will in turn impact the number of additional trips people will make to and from the area post redevelopment.

This potential change in trip generation should not affect the general approach taken in the transport strategy, as the current range of scenarios considered include varying levels of development. The broad principles of the EAP's Transport Strategy also align with and seek to deliver the Council's Transport Strategy. It is not expected that development would come forward that could see trips and vehicle movement numbers exceed the outputs of transport studies and upper limits modelled to date. Further transport modelling may be needed in the future if any fundamental changes occur to the station design which would significantly impact on the anticipated demand for onward transport services, however this is not currently anticipated.

Future updates to the EAP are likely to highlight the need to alleviate the pressure on footways on the immediately

surrounding roads, such as Euston Road, Eversholt Street and Hampstead Road resulting from proposed changes to the HS2 station design.

It will be important to consider intermodal interchange and Healthy Streets interventions, with the aim of improving connections and safety for passengers and pedestrians above and below ground. The preferred approach to be taken forward for delivery should be informed through modelling and careful consideration of the Mayor's and Camden's Strategies and policies and Healthy Streets aspirations and this will be reflected in the EAP update.

More emphasis on the delivery of the Euston Healthy Streets schemes and the Euston Partners role will be needed in delivery is likely to be included.

We expect to update the Illustrative masterplan to reflect key changes and to pick up on minor comments received as part of the consultation process.

### **Taxis and Private Hire Vehicles:**

The previous taxi rank design was based on accommodating a volume of taxis determined by the number of trains and passengers that were expected in the previous HS2 Station design.

Considering that the recent changes to HS2 project scope are likely to change

passenger numbers and type of traveller, the level of taxi provision will need to be reviewed, as will the anticipated volume of and strategy for Private Hire Vehicles.

The overall principles within the EAP for taxi and Private Hire Vehicle provision are likely to remain unchanged, including aiming to mitigate impacts on residential roads and encouraging passengers to use active modes for onward travel (including walking and cycling). The focus of the taxi rank design should be on supporting access for those with mobility issues, including through wayfinding. The rank should not be located in a position where it would encourage onward travel by taxi, nor should its design compromise aspirations to encourage a mode shift towards more sustainable modes.

### **Buses:**

A long-held aspiration of the EAP is to reduce the impact of buses on the Historic Euston Square Gardens which is a protected London Square, and to improve the public realm for people walking and cycling.

TfL's operational requirements are for the main bus station to remain in the south-east corner of the Euston Station campus. The EAP will continue to promote a facility which considers the importance of placemaking and the need for pedestrians and cyclists to be able to move through

the area balancing this alongside TfL's operational requirements for buses.

If for construction logistics and operational reasons, it is necessary to keep the bus station as it is in the short term, the EAP will highlight that this is only considered appropriate as an interim approach and that consideration should be given to how the existing facility could be enhanced in the short-term to improve conditions for pedestrians and other users. Partners will need to work together to find a better long-term solution which addresses the competing demands for the area and meets principles for bus provision set out in the EAP

### **East-West and North-South links:**

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

The EAP principles to secure enhanced north/ south routes and east/ west routes which reconnect communities and make it easier to move through and around Euston station will be retained and key routes prioritised for delivery.

Given the challenge to reduce costs, it

may be necessary to prioritise the routes proposed in the EAP. If this happens, there will be additional pressure on Euston Road, and amenity and safety upgrades will be needed for pedestrians and cyclists. Such a scenario would also reinforce the importance of installing clear wayfinding for alternative routes, and ensuring that these have appropriate and accessible infrastructure. Development will be expected to contribute to these.

Future updates to the EAP may look to identify priority routes east/ west and north/ south across the station. We welcome your feedback on where these should be and who they should be for.

## Open Space Strategy

Residents consistently highlight the importance of open space and feel keenly the loss of spaces resulting from construction works.

Through the HS2 Environmental Minimum Requirements (“EMR”), HS2 undertook to provide mitigation for significant community effects resulting from temporary and permanent loss of public open space. The Council considers that the levels of open space re-provision shown in the Environmental Statement (ES) accompanying the HS2 Act (and subsequent updates) should be the minimum quantum of open space that can be provided by HS2 as mitigation. As part of the assurances provided to the Council, HS2 Ltd states that its aims are to ensure that replacement and enhanced open space is at least equivalent to the open spaces to be lost in terms of quantity and quality and is in a suitable location.

With the station redesign, the impact on open space provision in connection with HS2 has not been determined. We expect to put forward possible locations where open space could be provided based on our understanding and in line with the objectives set out in the open space strategy. The detailed design of the replacement open spaces would be brought forward by the nominated undertaker (currently HS2 Ltd.), who would need to seek Approvals under the Act, which would include a scheme of mitigation that included replacement open space to mitigate the HS2 works.

We expect the overall principles included in the existing and proposed updates to the open space strategy to remain largely unchanged and we will expect emerging design proposals to respond to these.

View a summary of our proposed [Open Space Strategy](#).

We also expect to update the Illustrative masterplan to reflect key changes and to pick up on minor comments received as part of the consultation process.

As part of this consultation and in order to demonstrate the need for open space in the area, we are publishing the [Open Space study](#).

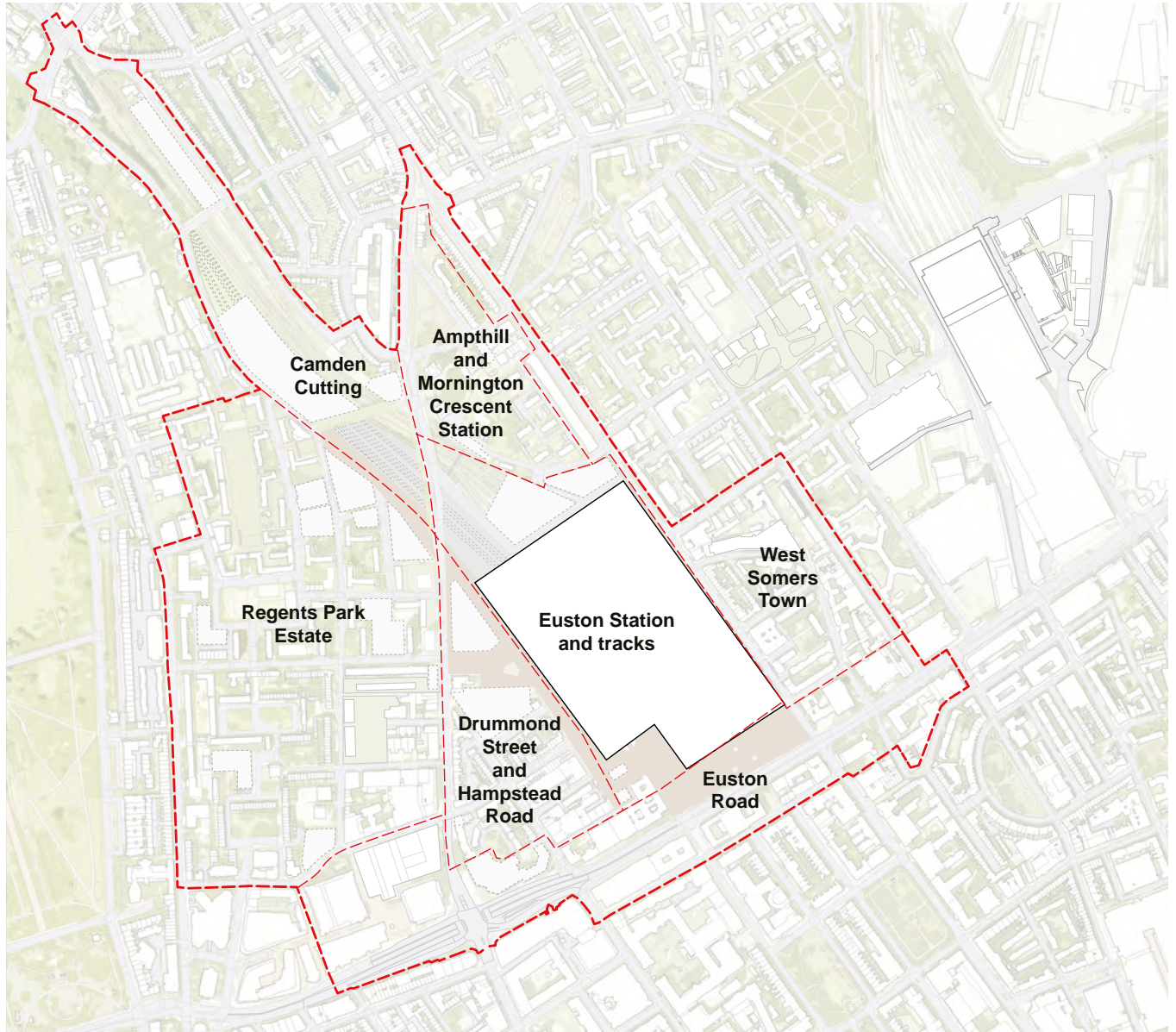
## Environmental Strategy

We expect the overall principles included in the existing and proposed updates to the environment strategy to remain largely unchanged and we will expect emerging design proposals to respond to these. Minor changes are likely to be made to reflect updated terminology and to ensure the policy is in line with the Draft new Local Plan.

View a summary of our proposed [Environment Strategy](#).

# Places

## Character Areas



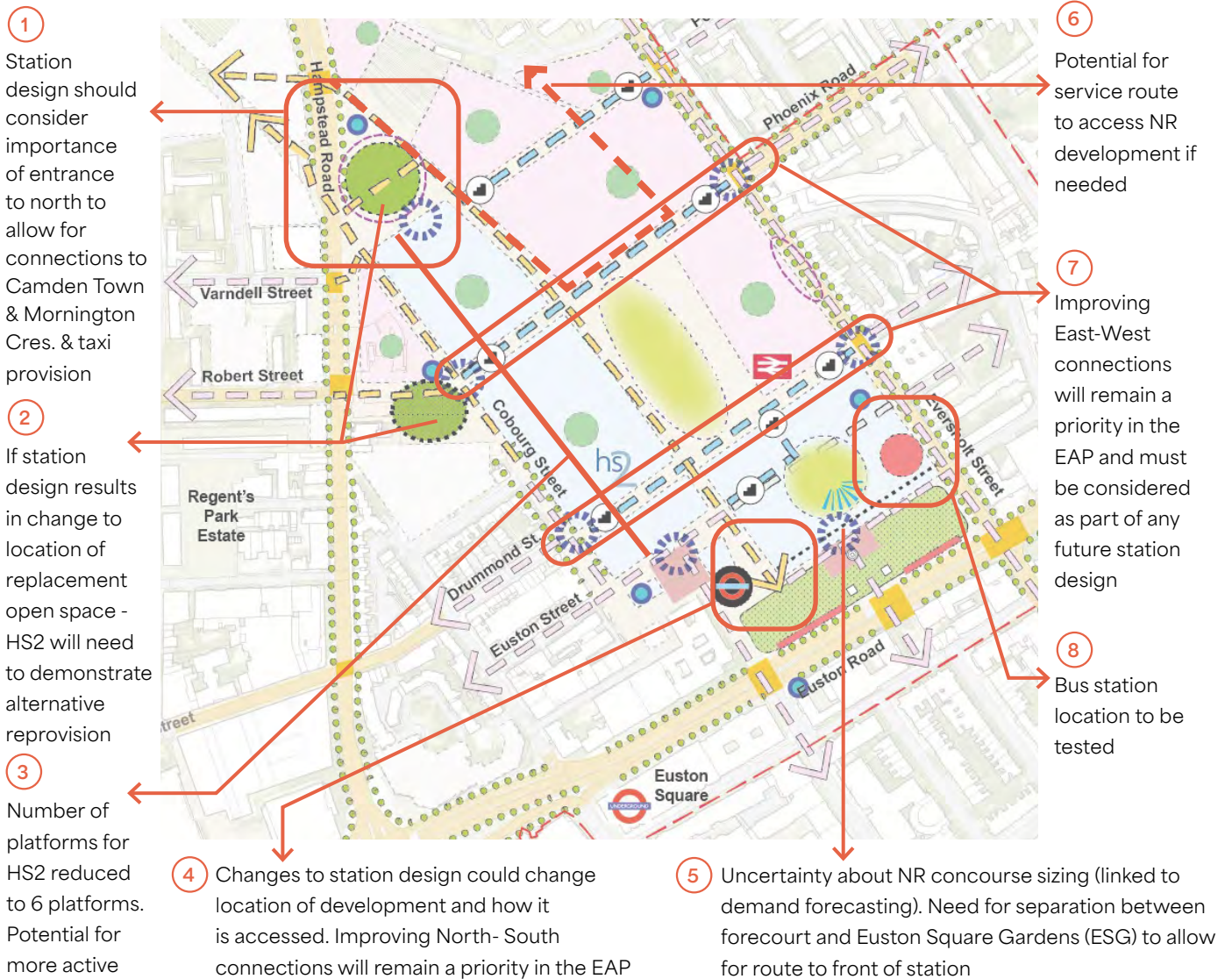
Key Plan to show sub areas, "Places"

The EAP includes proposals for each of the seven-character areas, 'Places', in the plan area in detail.

With the limited information that is available to us, we have highlighted where we expect changes to affect the specific places.

We have also included proposed site allocations for each of the 'Places'.

# Euston Station and Tracks



Annotated Illustrative masterplan for Euston Station and Tracks showing areas of potential change included in draft consultation document

Key

	Area for commercial-led mixed-use development		New walking and cycling only links
	Area for residential-led mixed-use development		Route through station concourse
	Improved existing open spaces		Enhanced existing walking and cycling links
	Re-provided lost public open space (HS2)		New walking routes through or over station
	Re-provided lost public open space (HS2), elevated		Existing roads within Healthy Street Project scope
	Primary new public open space		Station entrances
	New public open space (above station/tracks)		Stepped and lift access
	Other public open spaces within development parcels		New London Underground entrances
	New public squares		Locations for bus stops or stands
	New or improved crossings		Potential/indicative location for bus facilities
	Station frontage set-back to increase public realm		Primary taxi and PHV rank
	Long views from public open space to Bloomsbury		Potential additional taxi and PHV drop-off for passengers with reduced mobility
	Cycle Parking Facility		
	Annotations for consultation 2024. (Areas of potential change)		

This is the area that we expect to be most affected by the Government announcements. We understand that HS2 Ltd. are assisting Government in their consideration of scenarios to respond to the strategic objectives set out in the Network North Paper.

This includes an aim to reduce costs and a reduction in the size of the HS2 station from 10 to 6 platforms, alongside this there is also a requirement to deliver development value. This is likely to affect what can be built and where.

Further work is needed to understand the extent of the HS2 station and where development might be possible. The development capacity in the 'Euston Station and Tracks' area will be adjusted to reflect this change if, and when further information emerges.

Future expansion of either the HS2 or Network Rail station remains a possibility should links to Manchester and the North be improved in coming decades, which would require additional space at Euston to connect through to London. Although no decision has been made on this, we think that it would be sensible to include an option which allows for future expansion, to account for potential future changes. Given this would likely be brought forward at a later stage, we would want to ensure development here accommodates space to safeguard for additional platforms beneath development plots.

It is expected that the EAP will continue to show a range of development which reflects different station sizing. As well as a 6 platform HS2 station, the development capacity is also likely to include an option that looks at how development can be delivered above and around space which allows for future expansion of train services.

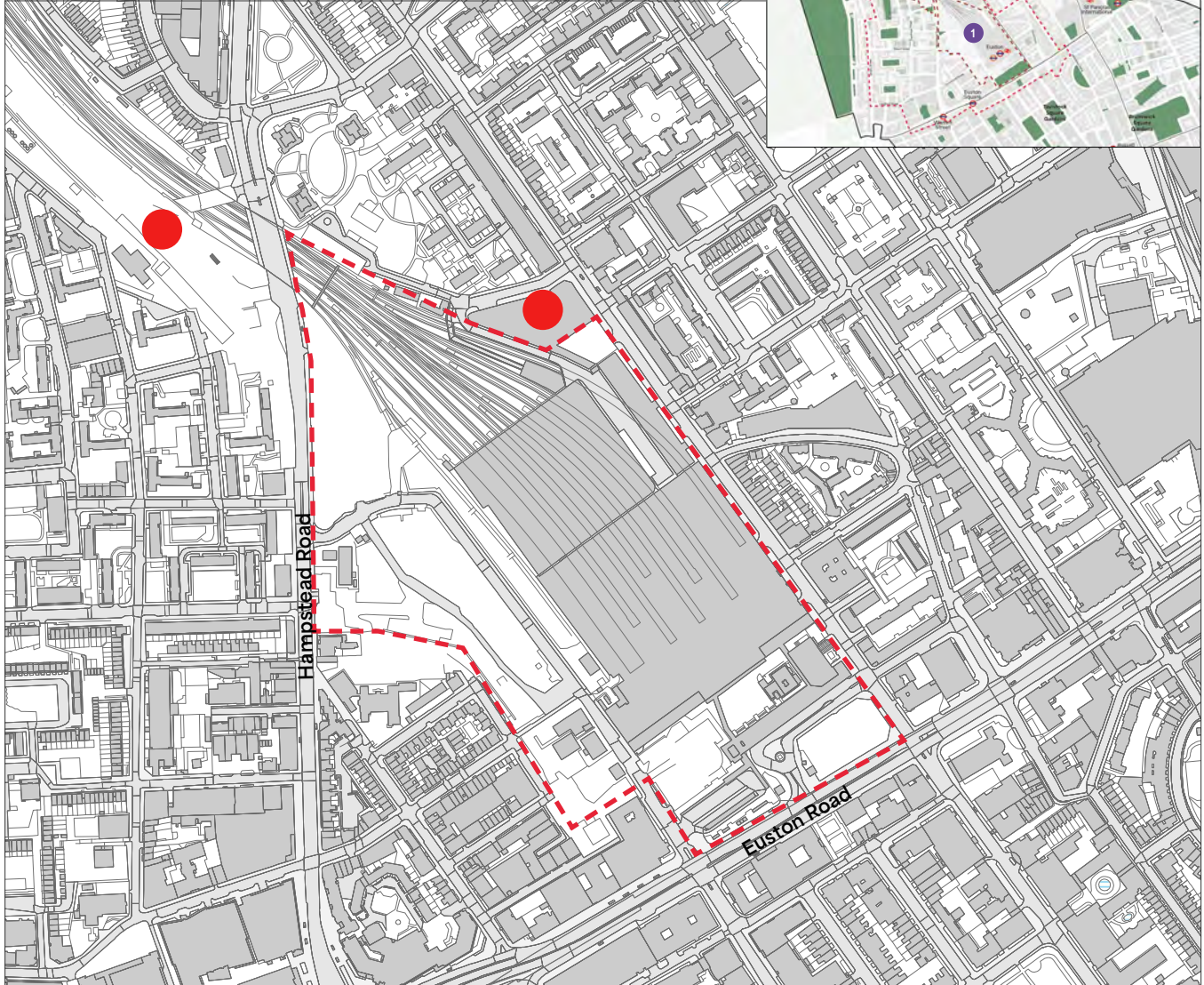
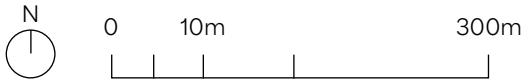
Given the challenge to reduce costs, it may not be possible to deliver all the routes originally proposed in the EAP.

The EAP will continue to highlight the importance of an exit towards the north of the HS2 station which provides easy access to Mornington Crescent and Camden Town, making it easier for passengers exiting the rear of the HS2 trains, for local residents to move through the station, reconnecting communities on either side and providing opportunities for inter-modal interchange.

Future updates to this places chapter may look to identify priority routes east/ west and north/ south across the station. We welcome your feedback on where these should be.

View a summary of our proposals for the [Euston Station and Tracks](#).

# Euston Station and Tracks Site Allocations: Euston Station and tracks (1)

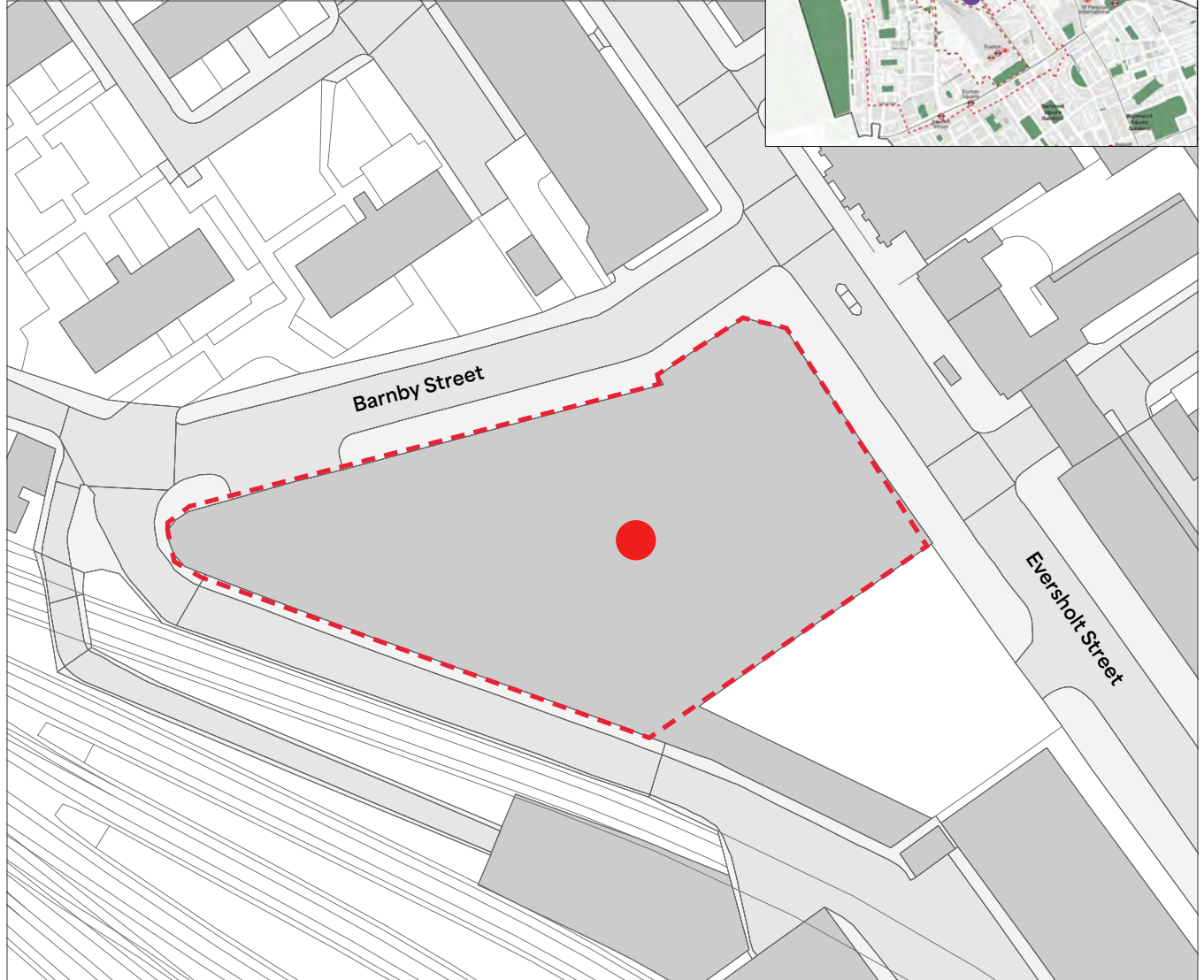
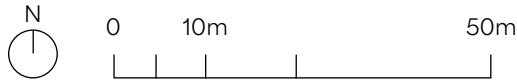


Address	Euston Station, W1 2EF
Area	168,000m <sup>2</sup> / 16.8 hectares
Site Information	Comprehensive approach expected for linked sites: Euston station and tracks and Camden Cuttings area. Euston Square Gardens must be restored. The site is located within a Landmark Viewing corridor (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Suggested allocation	Between 250 and 900 homes and between 7,900 and 17,200 jobs. Final figures will be subject to accommodating suitable HS2 open space reprovoin, station infrastructure and the extent of enabled plots. An outline application will need to demonstrate how the HS2 and Network Rail stations work together and how this enables development and delivery of EAP objectives. Future updates to the EAP are likely to include different options to cover different levels of ambition for development based on different station scenarios. Mix of residential, commercial, open space and supporting social infrastructure. Further work needed to identify capacity.

- - - Indicative boundary      ● Linked sites



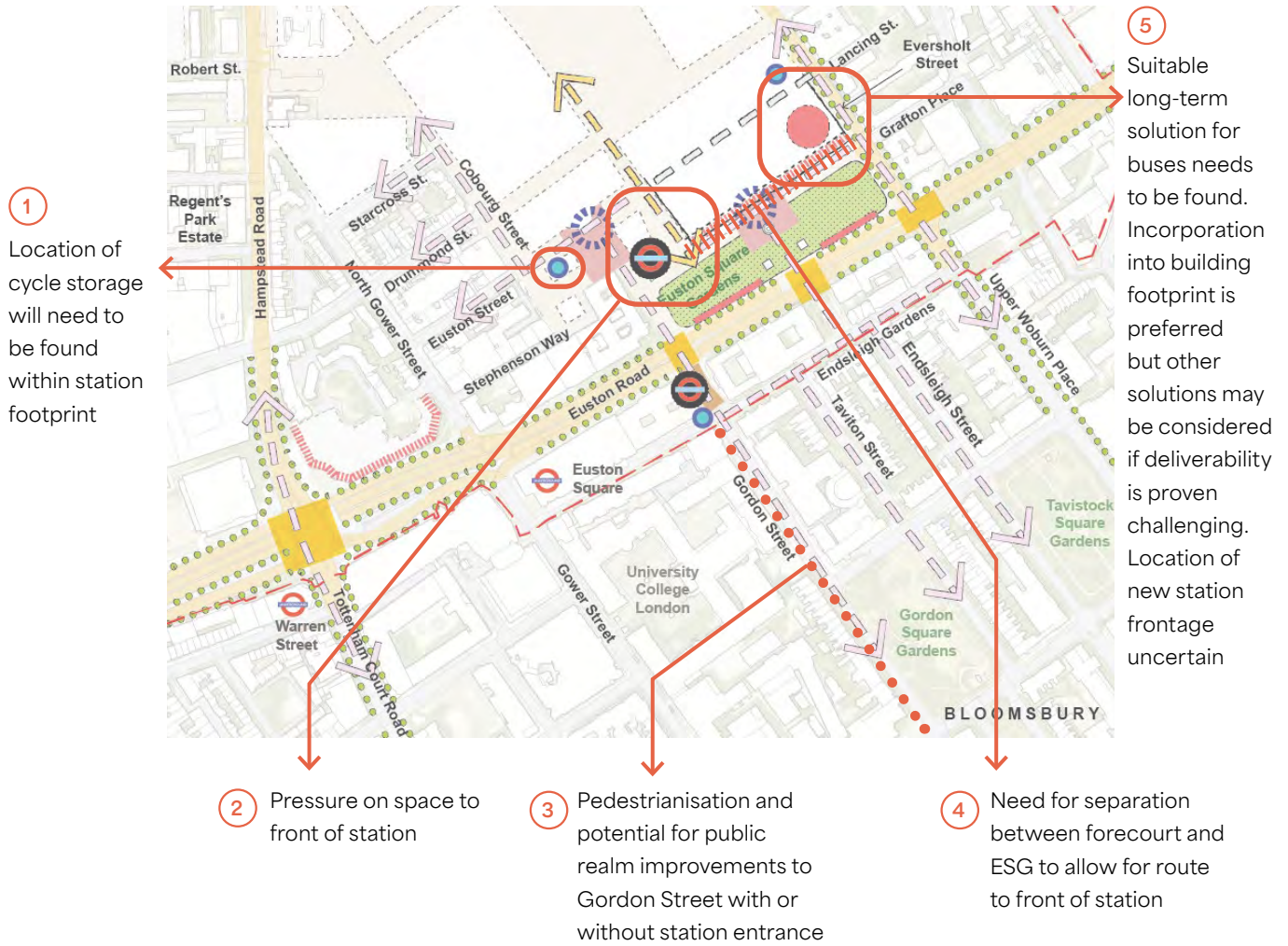
## Euston Station and Tracks Site Allocations: Royal Mail Site (2)



Address	1 Barnby Street, NW11AA
Area	3200m <sup>2</sup> / 0.03 hectares
How identified	Included in EAP 2015 and draft EAP update 2023.
Site Information	Royal Mail depot. The site is located in the Central Activities Zone and within Landmark Viewing corridors Wider Setting Consultation Area as set out in the London View Management Framework SPG.
Suggested allocation	Residential mixed use development. Reprovided commercial floorspace (if needed for operational purposes). Approximately 100 homes.

--- Indicative boundary      ● Linked sites

# Euston Road



Annotated illustrative masterplan for Euston Road area showing areas of potential change included in draft consultation document

Key

- ⋯⋯⋯ Main commercial or active frontages
- ⋯⋯⋯ Station frontage set-back to increase public realm
- Improved existing open spaces
- New public squares
- New or improved crossings
- Gordon Street Pedestrianisation
- Existing roads within Euston Healthy Streets project scope
- New walking and cycling only links
- New link through concourse
- Enhanced existing walking and cycling links
- ⊙ New London Underground entrances
- Locations for bus stops or stands
- Potential/indicative location for bus facilities
- Cycle parking facility

→ Annotations for consultation 2024. (Areas of potential change)

The Government's Network North paper stated that a tunnel between Euston and Euston Square underground station would not be provided by the HS2 project. However, there remains a need to improve connections and safety for passengers and pedestrians in the Euston Road area above and below ground. Updates to the EAP are expected to promote a response informed through modelling and careful consideration of relevant policies and strategies (including the Mayor and Camden's Transport strategies) and Healthy Street aspirations.

Updates to the Plan may point to the further modelling that will be required to demonstrate what the best solution is, and what improvements would be needed to existing infrastructure to address the impacts of this change. For example, it is likely there will be more pedestrians seeking to cross Euston Road above ground.

The Euston Area Plan update will highlight the need for additional pedestrian and cyclist safety, capacity, and amenity improvements on Euston Road, and on the routes leading to it to account for any changes.

The EAP will continue to promote the closure of the northern end of Gordon Street and the provision of an improved crossing point over Euston for pedestrians and cyclists, in this location.

View a summary of our proposals for the [Euston Road area](#).

## Euston Road Site Allocations:

### The Place (3)



Address	17 Duke's Road, WC1H 9AB
Area	1600m <sup>2</sup> / 0.16 hectares
How identified	Through conversations with school who are looking for a new home. Not included in site allocations in EAP or Local Plan.
Site Information	The dance school have advised that they are looking for a new home. Should they relocate the site could be considered for alternative uses. The site is located in the Central Activities Zone and within Landmark Viewing corridors and Wider Setting Consultation Area as set out in the London View Management Framework SPG.
Suggested allocation	62 homes not including re-provision of The Place. Suitable alternate provision to be found within the borough.

--- Indicative boundary

## Euston Road Site Allocations:

### Euston Tower (4)



Address	286 Euston Road, NW1 3DP
Area	4000m <sup>2</sup> / 0.4 hectares
How identified	Not included in site allocations in EAP or Local Plan
Site Information	Vacant office block. The site is located in the Central Activities Zone and parts of the site are within Landmark Viewing corridors as set out in the London View Management Framework SPG.
Suggested allocation	Mixed-use scheme including opportunity for self-contained housing in line with current policies. Further work needed to identify capacity

Indicative boundary

## Euston Road Site Allocations:

### Euston Circus Building (5)



Address	250 Euston Road, NW1 2PG
Area	6000m <sup>2</sup> / 0.6 hectares
How identified	2021 Call for Sites exercise
Site Information	Current health based office use. The site is located in the Central Activities Zone and within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Suggested allocation	Mixed use development including office space to support the knowledge quarter, self-contained housing and active ground floor. Further work needed to identify capacity

Indicative boundary

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# Camden Cutting



1 Given cost challenges it may be necessary to rethink the proposals for an additional link (depending on viability)

2 Western service access to NR tracks will need to take account of pedestrianisation and greening of Granby Terrace Bridge

3 Development plot is challenging to deliver and subject to viability

Annotated illustrative masterplan for Camden Cutting area showing areas of potential change included in draft consultation document

Predominantly residential development	New green walking and cycling only links
Re-provided lost public open spaces (HS2)	Enhanced existing walking and cycling links
New public open space	Existing roads within Euston Healthy Streets project scope
New amenity or communal open space	Main active or commercial frontages
New public square	Other key frontages
Not within current funding plans	New or improved crossings
Annotations for consultation 2024. (Areas of potential change)	



The overall principles within the Camden Cutting section are likely to remain largely unchanged.

- We have been advised that there has been no change to the OSD enabling works in the HS2 approaches. Should there be future changes, these may need to be reflected in the EAP.
- The EAP will be updated based on the latest conversations and the development capacity will be adjusted accordingly.
- There may be some adjustments to proposed heights in certain locations in response to consultation responses.

The EAP aspiration to close Granby Terrace Bridge to vehicles to create a traffic free walking and cycling route, along with greening will be retained. Although unrelated to the Government announcements, emerging railway operational requirements to have a western access point to the tracks in the Granby Terrace area mean that some exceptions may need to be made for rail operations access.

The EAP Update will therefore emphasise pedestrian and cycle priority and restriction of motor traffic as far as possible on Granby Terrace Bridge and acknowledge the need to work with operators to reduce impacts on road safety and amenity.

View a summary of our proposals for the [Camden Cutting area](#).

## Camden Cutting Site Allocations: HS2 Railways Cutting (6)

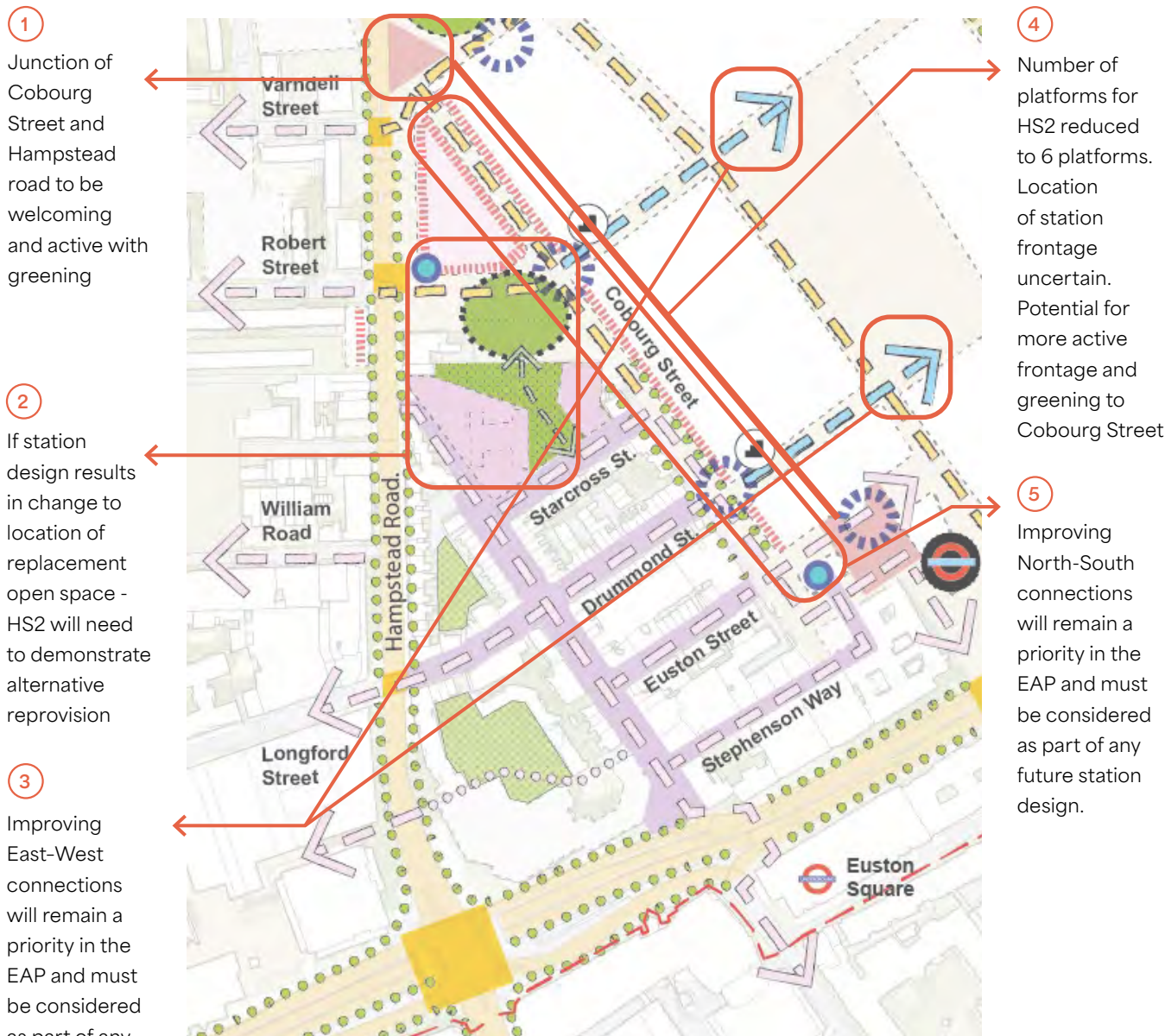


Address	Railway Cutting at Park Village East
Area	18,000m <sup>2</sup> . total 1.8 hectares
How identified	Included in EAP 2015 and draft EAP update 2023 for residential-led development
Site Information	Ongoing discussions with landowners. Comprehensive approach expected for linked sites: Euston Station and tracks and Camden Cuttings area. Parts of the site are within Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Suggested allocation	600-800 homes - subject to accommodating suitable HS2 open space provision and the extent of the Cutting that can be built on.

--- Indicative boundary      ● Linked sites

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# Drummond Street and Hampstead Road



1 Junction of Cobourg Street and Hampstead road to be welcoming and active with greening

2 If station design results in change to location of replacement open space - HS2 will need to demonstrate alternative reprovision

3 Improving East-West connections will remain a priority in the EAP and must be considered as part of any future station design

4 Number of platforms for HS2 reduced to 6 platforms. Location of station frontage uncertain. Potential for more active frontage and greening to Cobourg Street

5 Improving North-South connections will remain a priority in the EAP and must be considered as part of any future station design.

Annotated illustrative masterplan for Drummond Street and Hampstead Road area showing areas of potential change included in draft consultation document

<p>Key</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f8d7da; border: 1px solid #c6c8ca; margin-right: 5px;"></span> Residential-led mixed-used development</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f3c6cb; border: 1px solid #c6c8ca; margin-right: 5px;"></span> Primarily residential development</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 2px dashed green; border-radius: 50%; margin-right: 5px;"></span> Re-provided lost public open spaces (HS2)</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #c6e0b4; border: 1px solid #c6c8ca; margin-right: 5px;"></span> New public open space</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #d4edda; border: 1px solid #c6c8ca; margin-right: 5px;"></span> Existing open spaces improved</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #fff3f3; border: 1px solid #c6c8ca; margin-right: 5px;"></span> New public squares</li> <li><span style="display: inline-block; width: 15px; border-bottom: 2px dotted red; margin-right: 5px;"></span> Main commercial or active frontages</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 2px dashed blue; border-radius: 50%; margin-right: 5px;"></span> Station entrances</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 2px solid orange; margin-right: 5px;"></span> Annotations for consultation 2024. (Areas of potential change)</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed green; margin-right: 5px;"></span> New walking and cycling-only links</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed grey; margin-right: 5px;"></span> Enhanced existing walking and cycling links</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed blue; margin-right: 5px;"></span> New walking routes through or over station</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed green; margin-right: 5px;"></span> New green link</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dotted green; margin-right: 5px;"></span> Existing roads within Healthy Streets project scope</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid blue; border-radius: 50%; margin-right: 5px;"></span> Cycle parking facility</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed grey; margin-right: 5px;"></span> Existing path through residential areas</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> New or improved crossings</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black; margin-right: 5px;"></span> Public realm enhancements</li> </ul>
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The overall principles within the Drummond Street and Hampstead Road section are likely to remain largely unchanged but where appropriate, further detail may be added to reflect work with communities and if appropriate, further detail could be added in relation to specific sites.

Responding to consultation responses, it will be important to work with local communities and businesses if developing proposals to change street access or layout.

Future updates to this area, may need to respond to station design updates, this could include:

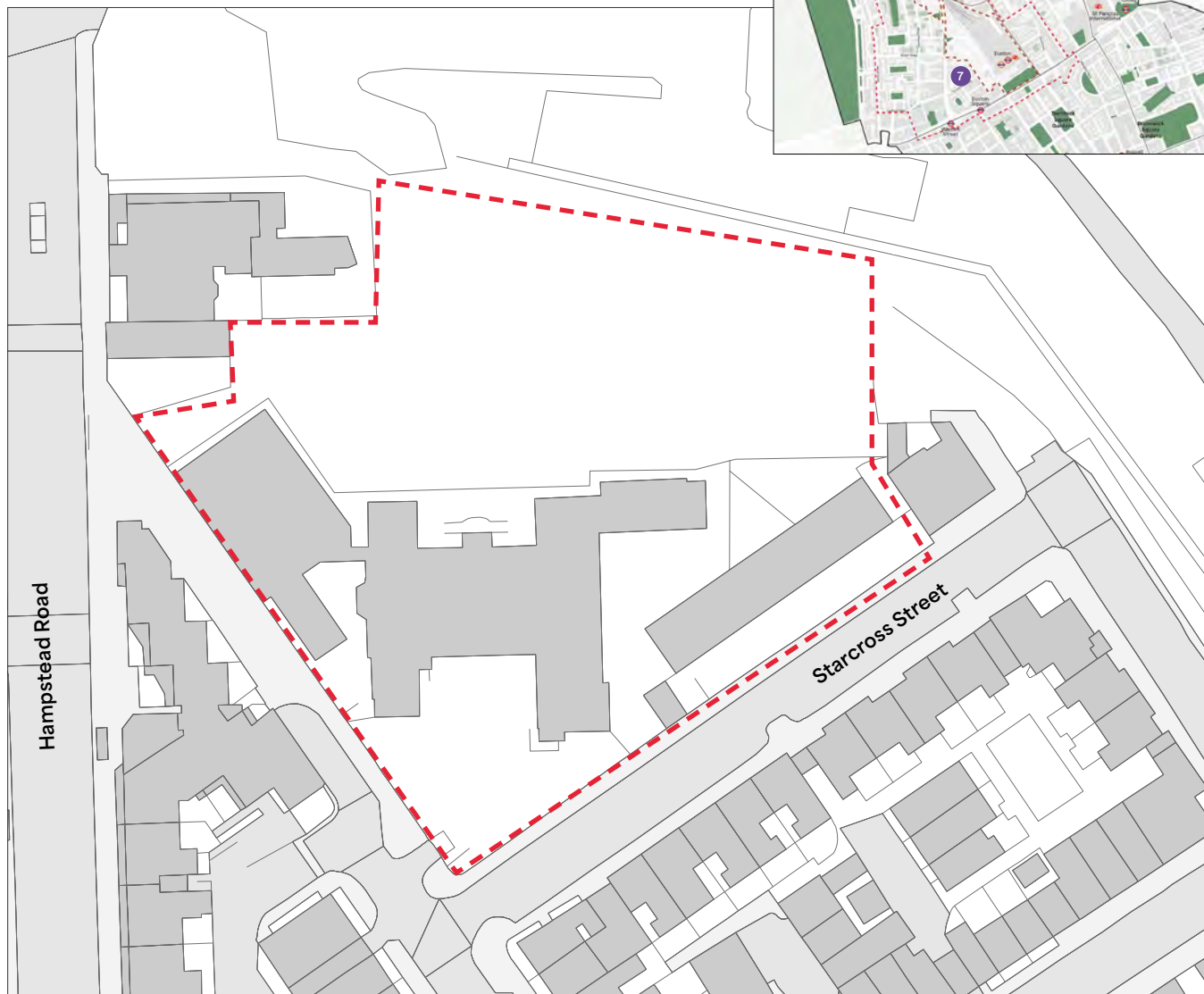
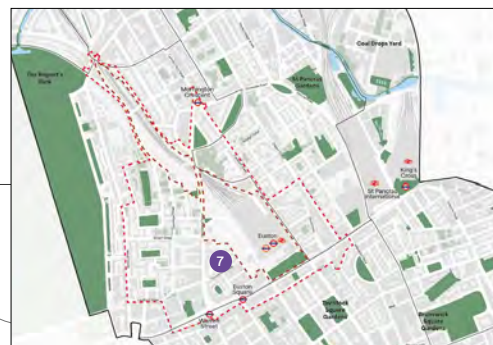
- The location of the station frontage and entrances along Cobourg Street.
- Pedestrian and cycle routes which link into Borough wide cycle networks and walking routes.
- The location of open spaces.

Our proposed approach to open spaces and principles for design and location are likely to remain unchanged, this includes the provision of replacement open space as close to the former St James' Gardens as possible, ensuring easy access for local communities.

View a summary of our proposals for the [Drummond Street and Hampstead Road area](#).

## Drummond Street & Hampstead Road Site Allocations:

### Former Maria Fidelis School (7)

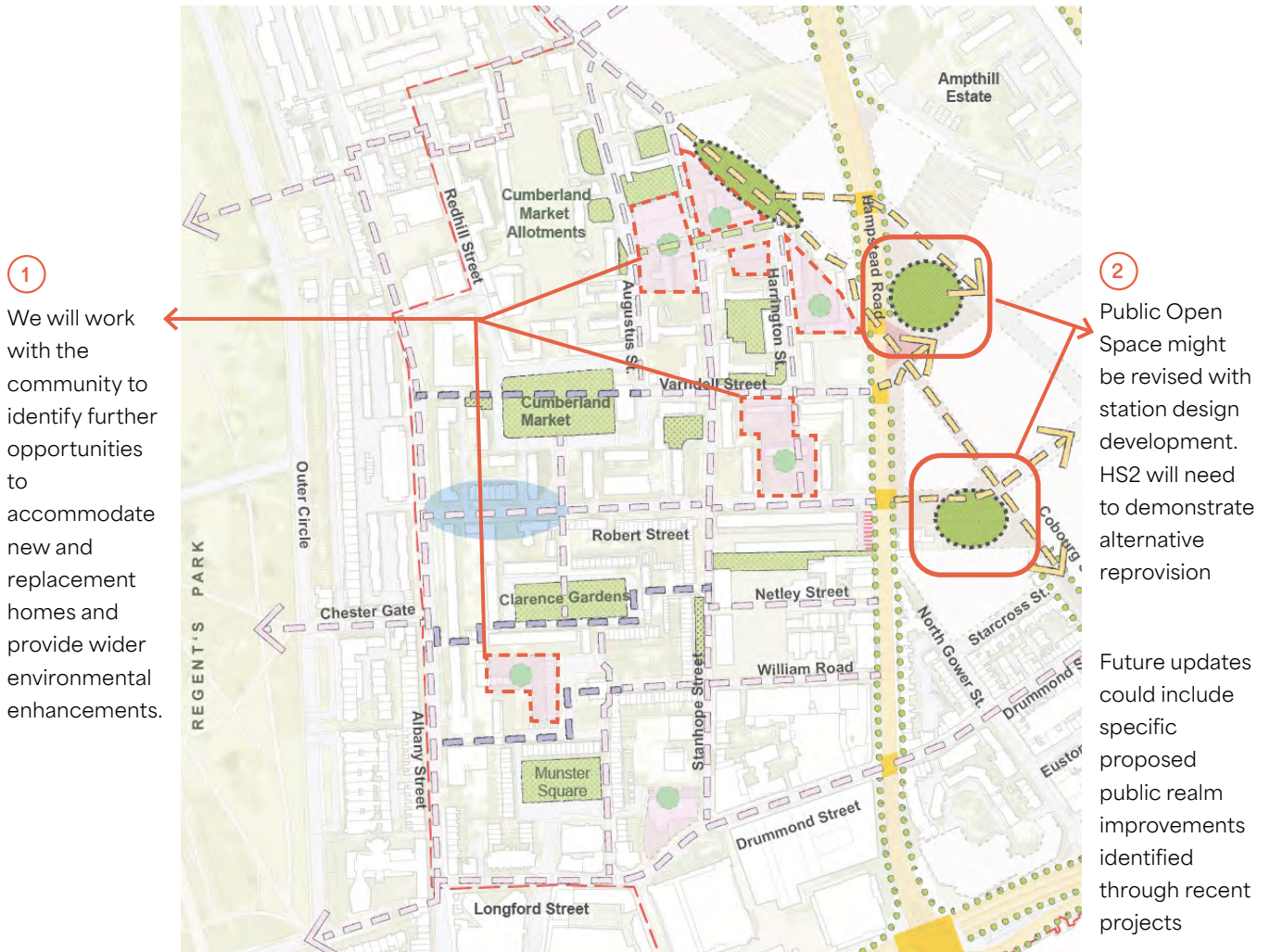


Address	Starcross Street, NW1 2HR
Area	6700m <sup>2</sup> / 0.6 hectares
How identified	Included in EAP 2015 and draft EAP update 2023 for new homes as well as public open space
Site Information	Proposed temporary use as site offices for HS2 construction. Current meanwhile uses. The is located in the Central Activities Zone and parts of the site are within the Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Suggested allocation	210 homes. Redevelopment to provide residential accommodation and retrofit of existing buildings plus open space

Indicative boundary

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# Regent's Park Estate



Annotated illustrative masterplan for Regent's Park Estate showing areas of potential change included in draft consultation document

Key

- Area for potential future retrofit or development (primarily residential)
- Re-provided lost public open spaces (HS2)
- Improved existing open spaces
- Other public open spaces within development parcels
- New public squares
- Enhancements to local centre
- Annotations for consultation 2024. (Areas of potential change)
- New walking and cycling-only links
- New green walking and cycling-only links
- Enhanced existing walking and cycling links
- Long-term aspiration for better links
- Existing roads within Healthy Streets project scope
- Main commercial or active frontages
- New or improved crossings



The overall principles within the Regent's Park Estate section are likely to remain largely unchanged but where appropriate, further detail may be added to reflect work with communities and if appropriate, further detail could be added in relation to specific sites.

View a summary of our proposals for the [Regent's Park Estate](#).

In order to try to mitigate some of the construction impacts and to respond to requests for improvements to the public realm on the estate, there are a number of projects which are seeking to improve safety and connectivity on and to the estate. View further information about the [Green and Resilient Spaces](#) project and the [Safe and Healthy Streets](#).

Following the feedback that we have heard through various consultations, and the potential for change on, and near to the estate, we are looking to bring the various pieces of work together to establish aims & principles to guide and prioritise change in the public realm on the Estate. Future updates to the EAP will reflect the outcome of this work where appropriate and include relevant strategic principles to highlight public realm and other improvements in the Estate which Camden will be seeking contributions towards from developers in the area and wider funding.

Development Principle EAP 5: Regent's Park Estate highlights that *'Further opportunities to accommodate new and*

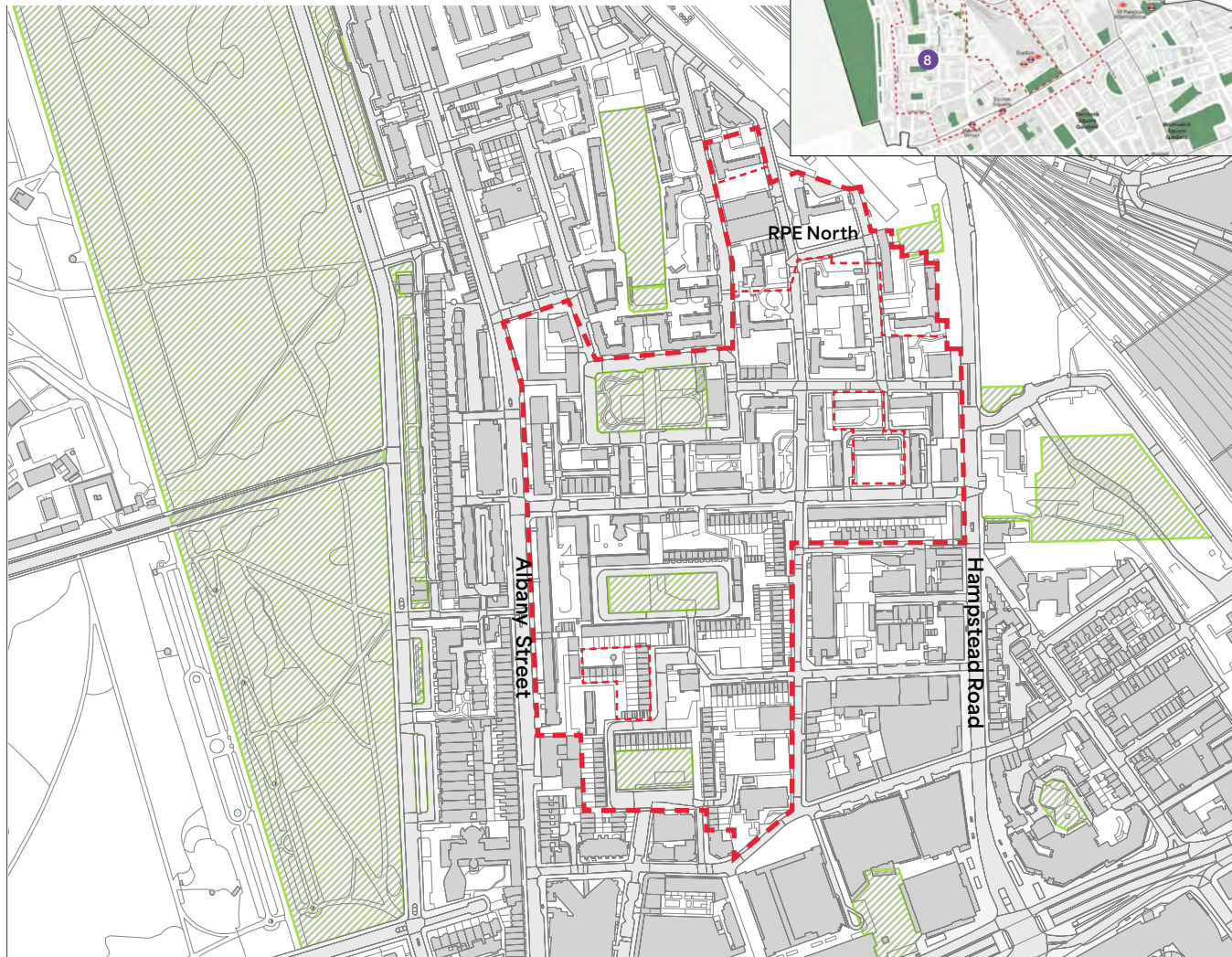
*replacement homes within Regent's Park Estate and provide wider environmental enhancements will be sought to improve the wellbeing of existing and future communities.'* The chapter identifies potential sites to retrofit or redevelop subject to further exploration and engagement with the local community.

As part of the Housing Delivery Group, there is the opportunity to work with communities to see if there is potential for additional sites for housing development and associated infrastructure, including open space.

This work is in its infancy but if further sites are identified through work with residents, they could be included in the submission draft of the EAP.

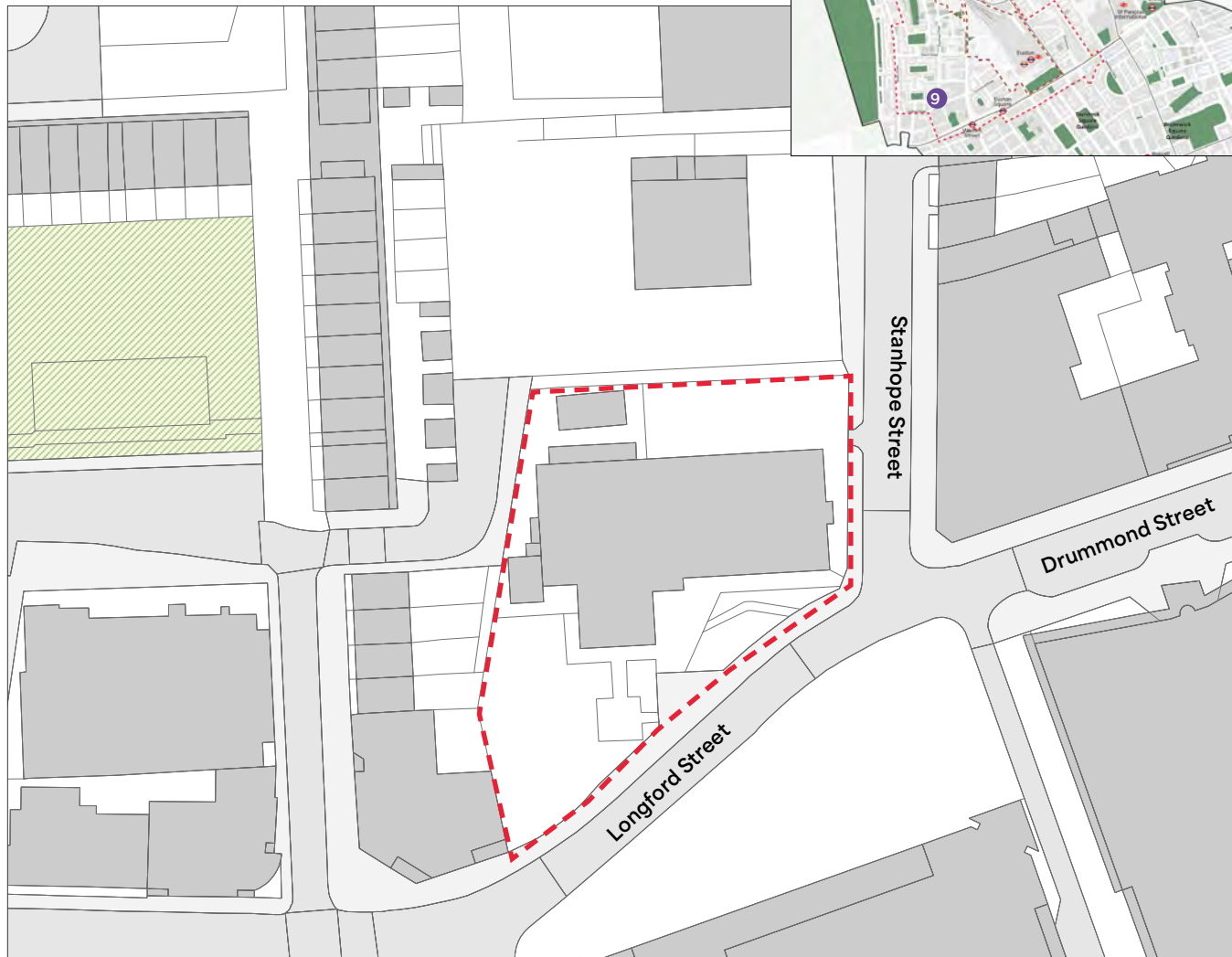
Please let us know if you have any thoughts on priorities and locations for improving or new homes.

# Regent’s Park Estate Site Allocations: Regent’s Park Estate (8)



Address	Regent’s Park Estate
Area	139,500 m <sup>2</sup> / 13.5 hectares
How identified	Included in EAP 2015 and draft EAP update 2023
Site Information	Homes in Cartmel, Coniston and Langdale deemed virtually uninhabitable due to proximity to HS2 construction site. We will work with communities to see if there is potential for additional housing development and associated infrastructure, including open space. Parts of the Estate are within Landmark Viewing corridors (and Wider Setting Consultation Area) as set out in the London View Management Framework SPG.
Suggested allocation	350 homes included in draft EAP update 2023 to north of the estate. This work is in its infancy but if further sites are identified through work with residents, they could be included in the submission draft of the EAP

## Regent’s Park Estate Site Allocations: Westminster Kingsway College (9)



Address	Longford Street, NW1 3HB
Area	1870m <sup>2</sup> / 0.18 hectares
How identified	Allocated in Site Allocations 2013 and included in EAP 2015 and draft EAP update 2023. EAP suggests the site should retain education use or be used for housing if satisfactory relocation of education use can be found.
Site Information	It has been suggested that the college may no longer require site as looking to consolidate on other sites. If this is the case, permanent self contained housing to be delivered.
Suggested allocation	Approximately 75 homes (does not include re-provision of facilities)

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## Regent's Park Estate Site Allocations:

### 17-37 William Road (10)

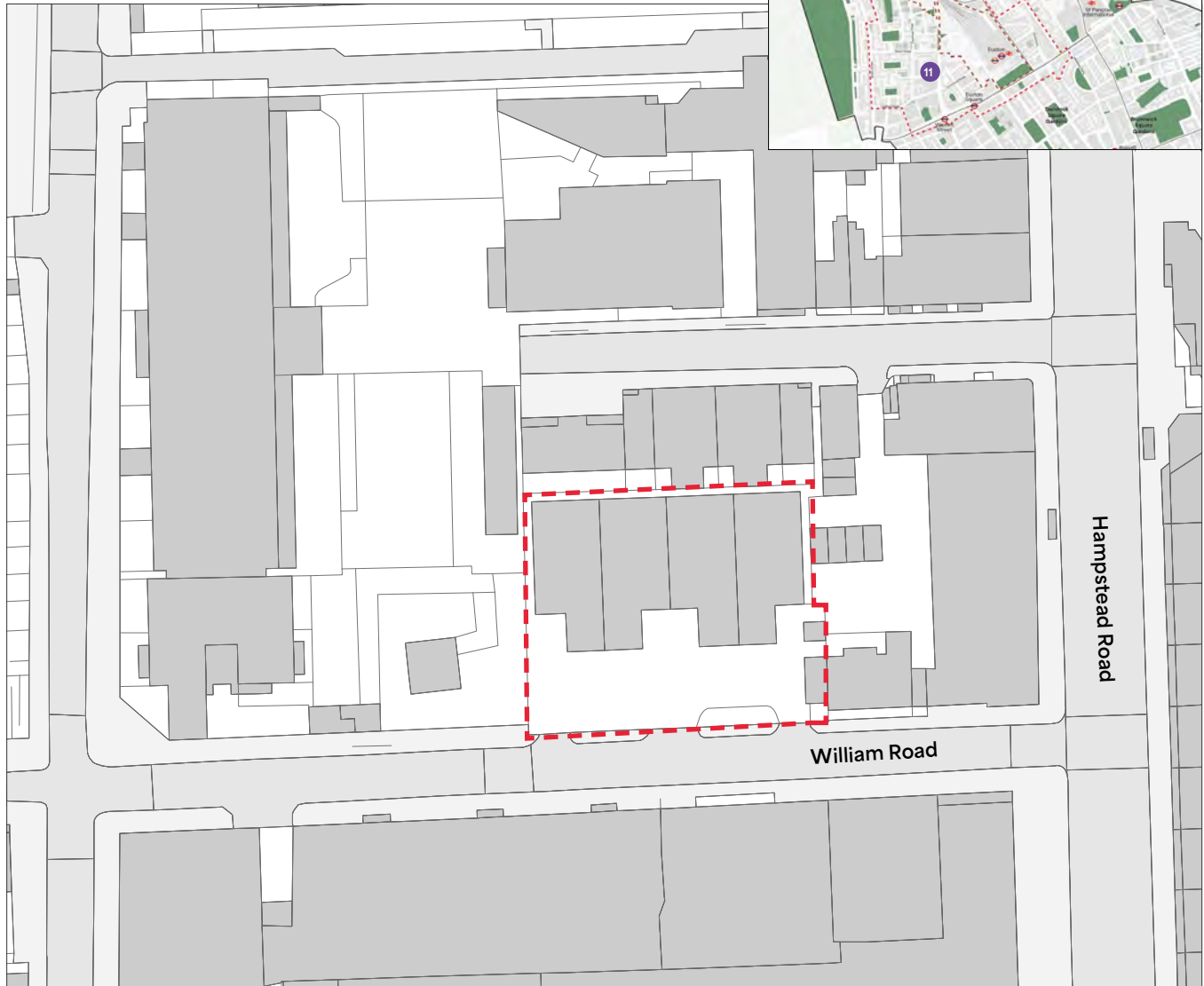


Address	17-37 William Road, NW1 3EN
Area	670m <sup>2</sup> / 0.6 hectares
How identified	Not included in site allocations
Site Information	Planning permission was granted in 2006 for redevelopment of 45 Sidmouth Street for Westminster Kingsway College where the College advised that this site would be disposed of however this has not come forward. The site is located in the Central Activities Zone and part of the site is within the Landmark Viewing corridor as set out in the London View Management Framework SPG.
Suggested allocation	90 homes. Opportunity to explore conversion to self contained residential units.

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## Regent’s Park Estate Site Allocations:

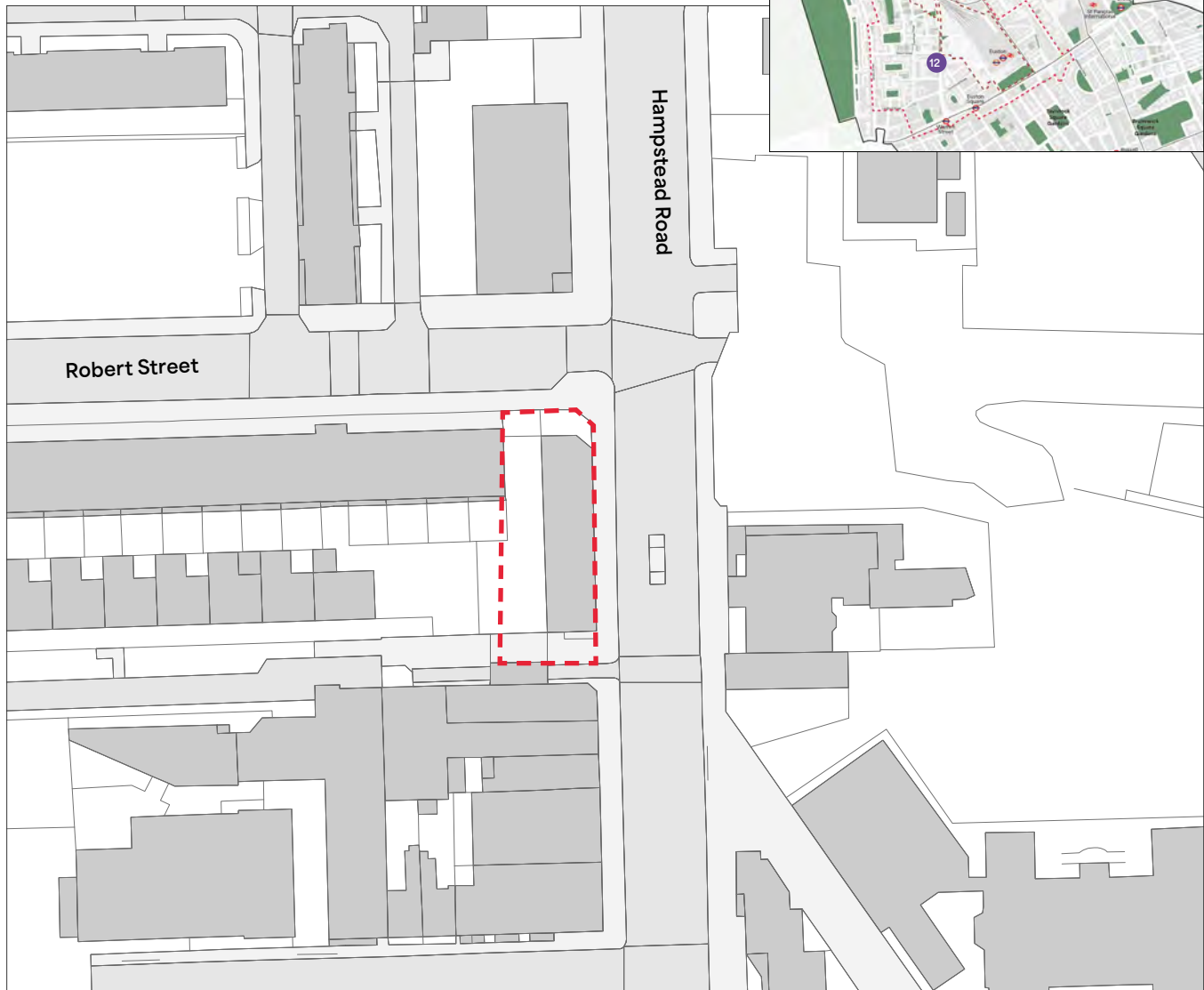
Addison Lee, 8-11 William Road (11)



Address	8-14 William Road, NW1 3EN
Area	1400m <sup>2</sup> / 0.14 hectares
How identified	Internal review of sites
Site Information	No current discussions with owners. The site is located in Central Activities Zone and within Landmark Viewing corridor as set out in the London View Management Framework SPG. Current use as light industrial
Suggested allocation	Potential to provide self contained homes above re-provided commercial uses. Further work needed to identify capacity

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# Regent’s Park Estate Site Allocations: Surma Centre (12)



Address	1 Robert Street, NW1 3JU
Area	300m <sup>2</sup> / 0.03 hectares
How identified	Included in EAP 2015 and draft EAP update 2023, allocated for residential led development
Site Information	Two storey community centre operated by the Bengali Workers Association. Would require reprovion of community use. The site is within Landmark Viewing corridor and Wider Setting Consultation Area as set out in the London View Management Framework SPG.
Suggested allocation	Reprovion of community uses with residential accommodation above. Further work needed to identify capacity. Further work needed to identify capacity

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# Amphill and Mornington Crescent Station



Annotated illustrative masterplan for Amphill & Mornington Crescent Station area showing areas of potential change included in draft consultation document

Key

- |  |   |
|--|---|
|  Residential-led mixed-use development                          |  New walking and cycling-only links                  |
|  Re-provided lost public open spaces (HS2)                      |  Enhanced existing walking and cycling links         |
|  Improved existing open spaces                                  |  Existing roads within Healthy Streets project scope |
|  New or improved crossings                                      |  Main commercial or active frontages                 |
|  Existing paths through residential areas or public open space  |  Other key frontages                                 |
|  Annotations for consultation 2024. (Areas of potential change) |  Enhancements to local centre                        |



The overall principles within the Ampthill & Mornington Crescent Station section are likely to remain largely unchanged.

View a summary of our proposals for the [Ampthill & Mornington Crescent Station](#) area.

The development Principle EAP 6: Ampthill & Mornington Crescent Station highlights that *'Opportunities to enhance the public realm and accommodate new homes within Ampthill Estate will be sought.'*

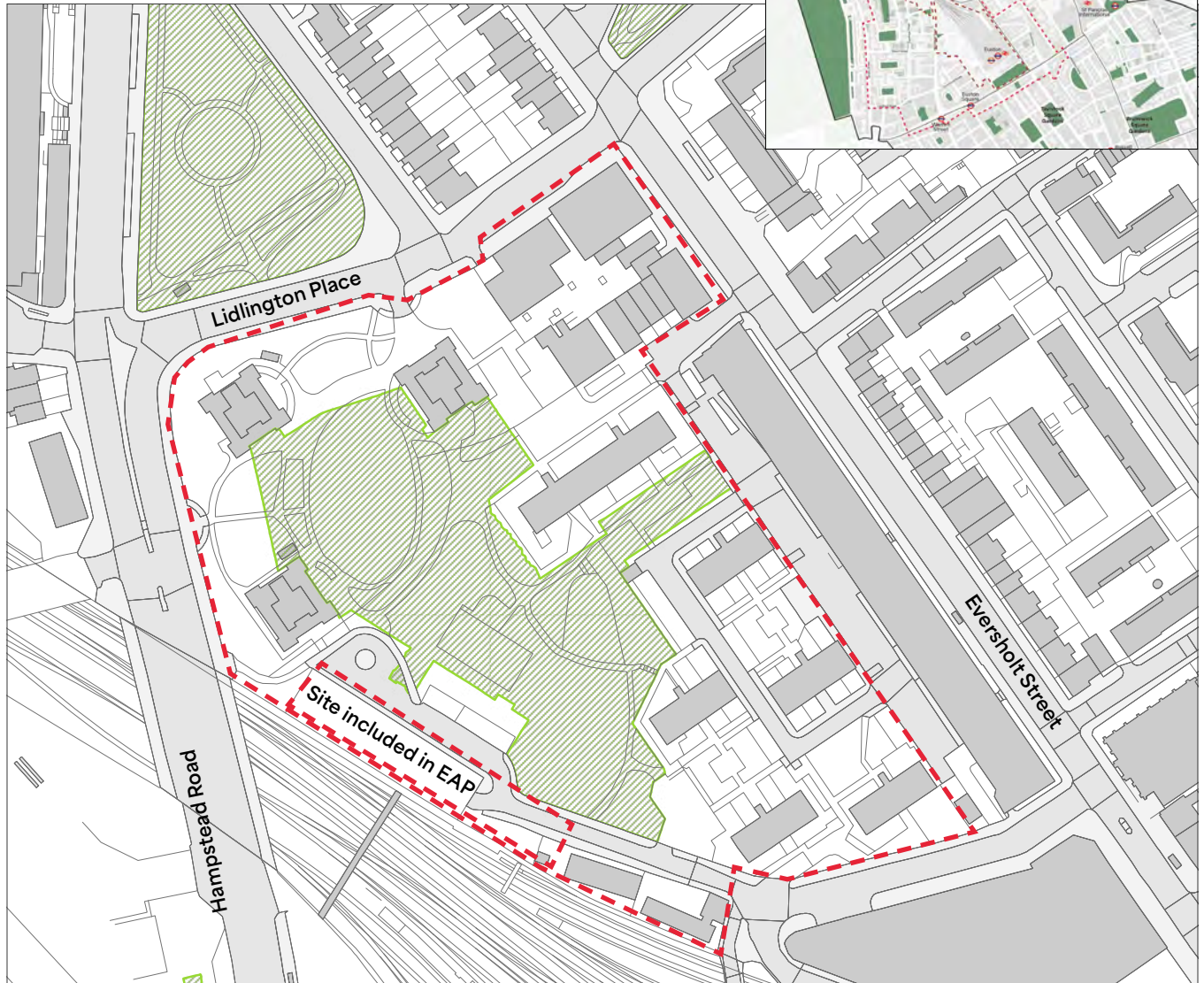
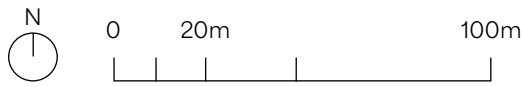
The proposed updates to the EAP published in 2023, included proposals for approximately 90 additional permanent self-contained homes (use class C3) provided as largely infill development along the edge of the railway cutting and stated that further infill opportunities on the estate can be explored.

As part of the Housing Delivery Group, there is the opportunity to work with communities to see if there is potential for additional sites for housing development and associated infrastructure, including open space and addressing concerns around crime and anti-social behaviour on the estate.

This work is in its infancy but if further sites are identified through work with residents, they could be included in the submission draft of the EAP as a site allocation.

Please let us know if you have any thoughts on priorities and locations for new homes or improvements.

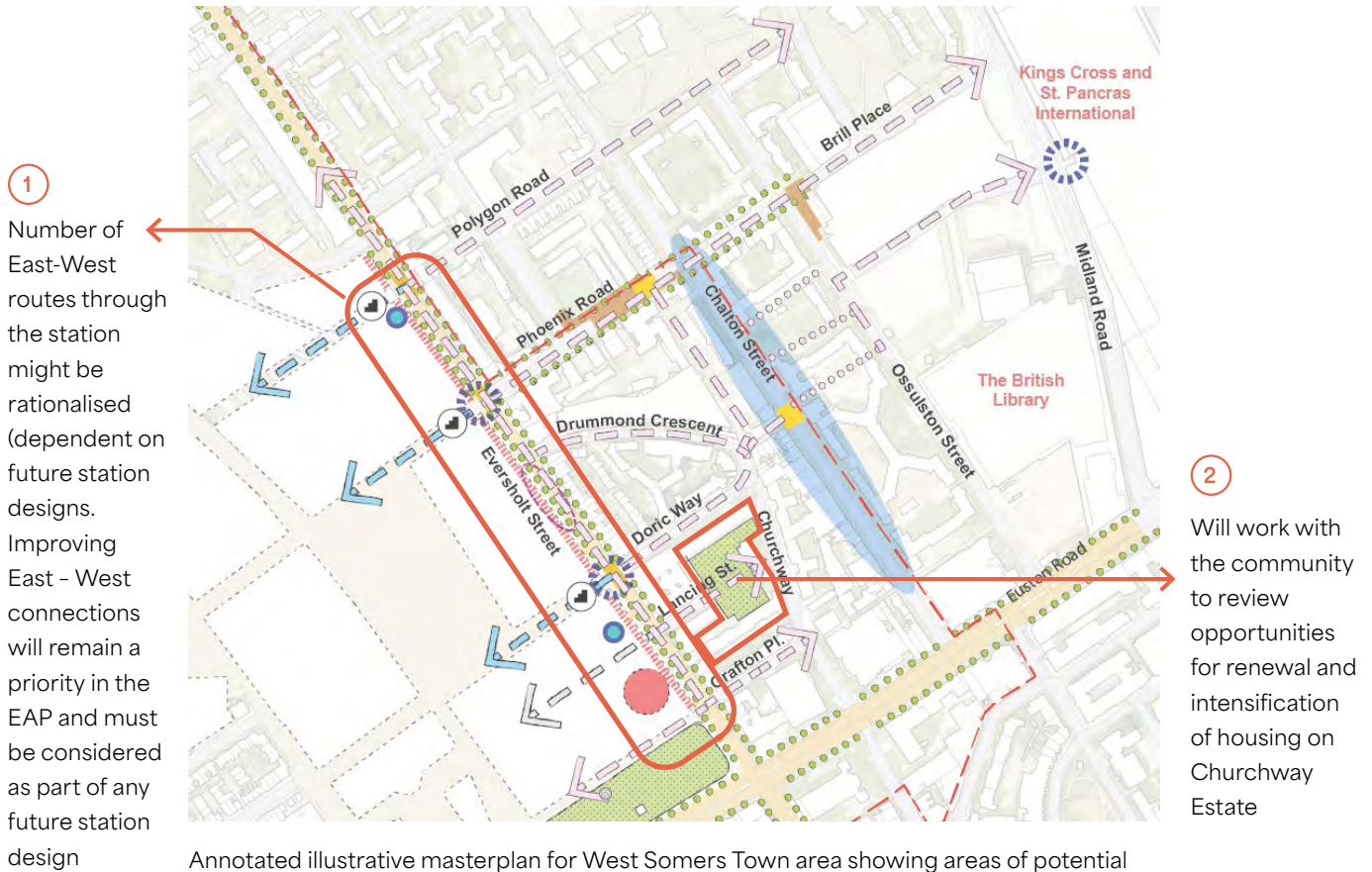
## Amphill & Mornington Crescent Site Allocations: Amphill Estate (13)



Address	Amphill Estate
Area	29,950 m <sup>2</sup> / 2.9 hectares
How identified	Included in EAP 2015 and draft EAP update 2023
Site Information	We will work with communities to look at opportunities to enhance the public realm and accommodate new homes within Amphill Estate will be sought. Part of the estate is located within the Landmark Viewing corridor and Wider Setting Consultation Area as set out in the London View Management Framework SPG.
Suggested allocation	90 additional permanent self-contained homes provided largely as infill development along the edge of the railway cutting and potentially further infill opportunities on the estate can be explored with existing residents. Further work needed to identify capacity.
Indicative boundary	

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# West Somers Town



Annotated illustrative masterplan for West Somers Town area showing areas of potential change included in draft consultation document

Key			
	New school play space		New walking and cycling-only links
	Enhancements to local centre		Enhanced existing walking and cycling links
	New or improved crossings		New walking routes through or over station
	Station entrances and public realm		Route through station concourse
	Stepped and lift access		Existing roads within Healthy Streets project scope
	Main commercial or active frontages		Existing path through residential areas
	Phoenix Road improvements		Potential/indicative location for bus facilities
	Cycle parking facilities		Potential additional taxi and PHV drop-off for passengers with reduced mobility
	Annotations for consultation 2024. (Areas of potential change)		

The overall principles within the West Somers Town section are likely to remain largely unchanged but where appropriate, further detail may be added to reflect work with communities and if appropriate, further detail could be added in relation to specific sites.

View a summary of our proposals for the [West Somers Town area](#).

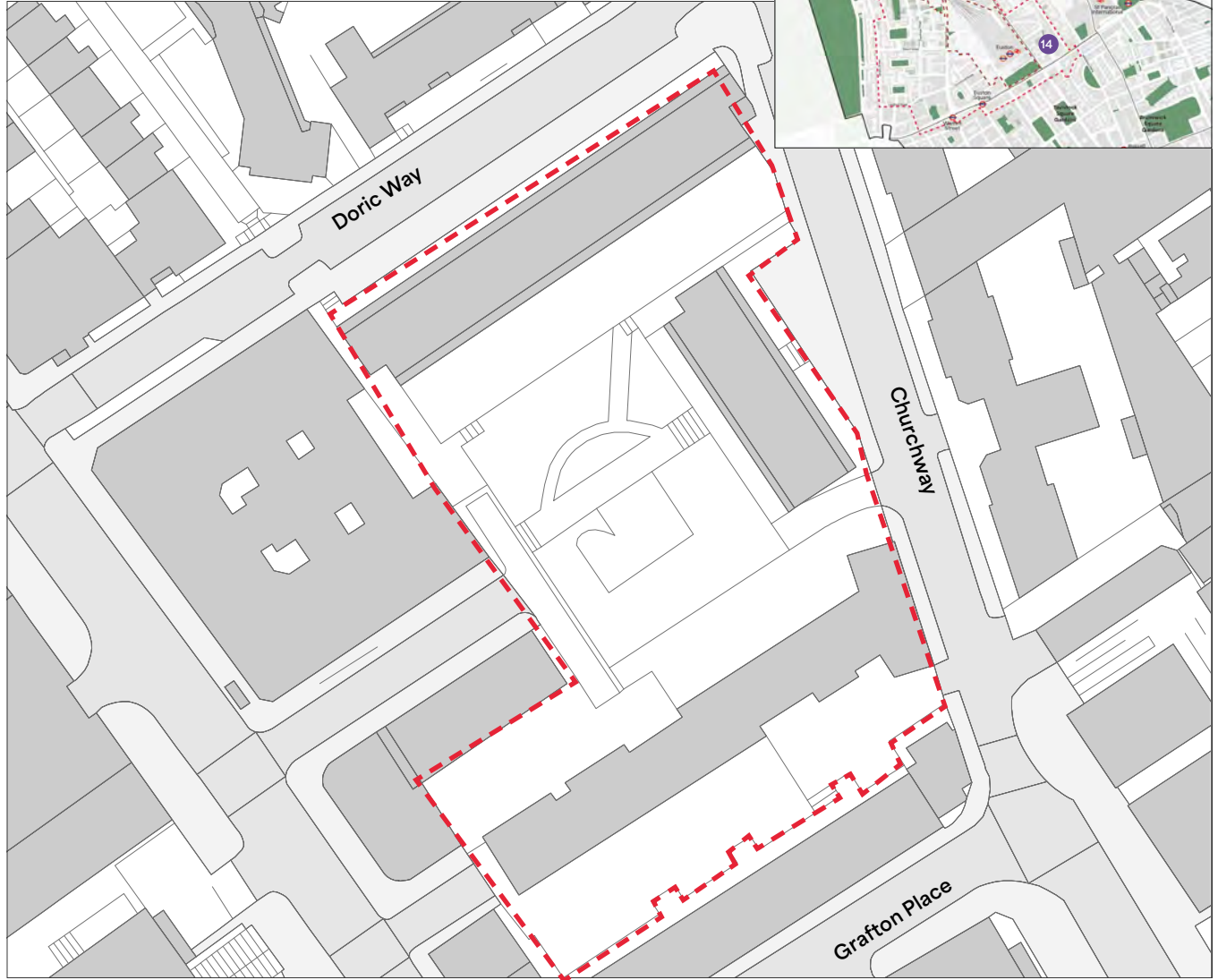
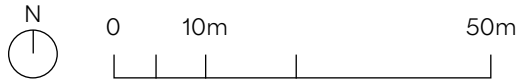
Development Principle EAP 7: West Somers Town, highlights that *'opportunities for the renewal/ intensification of Churchway Estate will be investigated working with the local community.'*

As part of the Housing Delivery Group, there is the opportunity to work with communities to look at what this could mean and what associated infrastructure would be required.

This work is in its infancy but if further sites are identified through work with residents, they could be included in the submission draft of the EAP as a site allocation.

Please let us know if you have any thoughts on priorities and locations for improving or new homes.

## West Somers Town Site Allocations: Churchway Estate (14)



Address	Churchway Estate
Area	6525 m <sup>2</sup> / 0.6 hectares
How identified	Included in EAP 2015 and draft EAP update 2023
Site Information	Opportunities for the renewal/ intensification of Churchway Estate will be investigated working with the local community.
Suggested allocation	As part of the Housing Delivery Group, there is the opportunity to work with communities to look at what opportunities there are for housing and what associated infrastructure would be required. This work is in its infancy but if further sites are identified through work with residents, they could be included in the submission draft of the EAP as a site allocation.

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