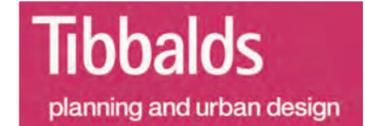




New Homes on Regent's Park Estate

Planning, Design and Access Statement

May 2015



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The Estate and Context

Regent's Park Estate is located directly between Regent's Park and Euston Station, approximately 500m north of Euston road and just south of the national rail lines heading north-west out of Euston station. It is bounded by Albany Street to the west and Hampstead Road to the east. The estate comprises 2239 homes and was built in the 1950s and 1960s following WWII bomb damage in the area and as part of post war slum clearance. The Regent's Park Conservation Area boundary wraps along part of the north, and all of the west estate boundary and there are two listed buildings near to the site; one, St Bede's Hall, set within the estate itself and the other, St. George's Cathedral, facing onto the north west corner of the estate.

The character of the estate varies from the north to the south and this relates to various styles of the buildings and urban layout that were implemented in the four phases of the estate construction. The character also varies due to the different areas around the estate. The west is made up of buildings of rich architectural heritage, some of which date back to the design and construction of the 1800s Regent's Park development, whereas the east is very eclectic in style and is more varied. This east is due for further change as the Government led High Speed Rail (HS2) proposals take over much of this area in order to build new rail lines and develop an extended Euston station.

The estate is defined by large brick and render residential blocks of two to nineteen storeys with open spaces between. Generally, these blocks do not front the street edges and the open spaces are under-used and some have restricted accessibility, poor quality and limited use. The estate does not currently integrate as well as it could with the surrounding urban environment.

The Proposals

The HS2 proposals require the land to the south of the existing rail lines, which directly affect three of the Regent's Park Estate residential blocks. The HS2 Bill has not yet been passed but if it does, these blocks will be demolished at the beginning of 2018 and therefore replacement homes must be delivered in advance of this. Camden is opposed to the HS2 plans but is committed to finding high quality and appropriately located homes for the residents of Regent's Park Estate who would be affected by this HS2.

The Regent's Park Estate contains a number of regeneration opportunities to improve existing homes and add new homes where appropriate. Finding sites for the replacement homes was therefore undertaken as part of a wider estate review to establish where homes could be delivered. The sites selected for the replacement homes have been chosen because they are the most deliverable in the tight programme set out by HS2.

The proposals include:

- 116 new homes on eight sites within the Regent's Park Estate all of which are within a ten minute walk from the blocks to be demolished.
- A replacement TRA hall in a central location on the estate, with a design that gives this community asset more flexibility for a variety of uses.
- A replacement public house on Albany Street, as well as two new commercial units on Hampstead Road.
- Significant improvements to communal gardens, public realm and open spaces on the estate. These improvements will serve residents of the neighbouring existing homes as well as of the new homes.

The application requires the demolition of the TRA Hall on Redhill Street, the Victory Pub Albany Street and the former Cape of Good Hope pub, also on Albany Street.

The proposals will be delivered in 2 phases and a minimum of 94 homes must be complete before the demolition of the residential blocks on the land required by HS2, due at the beginning of 2018.

Details of the new homes

More housing is being provided than the number required to replace the homes to be demolished. This is being done so that should any sites become delayed in their delivery, there are additional sites to make up the need. The extra units will be split in tenure according to policy requirements. Overall, 90% (check figure) of the new housing will be affordable homes.

The new homes will:

- Meet the needs of the existing residents to be rehoused in terms of the size of the homes and their tenure.
- Meet lifetime homes criteria that seek to ensure that the homes meet a range of needs over time.



- All have private amenity space in the form of a balcony, garden or terrace. Many of the units will also have access to communal gardens.

10% of the new homes will be wheelchair homes or suitable for conversion to wheelchair homes in the future. As these homes are being provided following a housing need assessment of the residents to be rehoused, less than 10% wheelchair units are needed in the outset. The allocated wheelchair units are therefore flexible so that they can be altered to match what is required.

If HS2 doesn't go ahead the units will be used for new additional supply on a 50/50 basis.

The Landscape and Open Space Proposals

The landscaping proposals have been devised to increase the usability and quality on existing and new open spaces in the estate. A variety of functions such as play, food growing and places to sit have been provided within a range of spaces including communal gardens to private terraces.

The communal gardens have been a particular focus as these are the spaces that currently define the estate and these are viewed as under-used assets and have the opportunity to further improve how the estate is used.

A number of additional landscaping proposals have been included in this application to enhance parts of the public

realm on the estate that are currently poor in quality. This has been done as a 'mitigation' proposal to make up for the open space that would be lost due to the development of three of the buildings proposed.

Consultation with Residents

The Council began consultation with the estate residents at the conception of this project in 2013. The full project team was appointed in October 2014 following resident input to a design competition.

Since 2013 a number of events have taken place to create an effective dialogue with the residents. The events have included informing residents of the possible effects of HS2 on the estate, carrying out housing need surveys and also incorporating residents in choosing the appropriate development sites, design team and inputting to the scheme development.

The Plots

The page opposite shows the eight plots that have been selected to accommodate the new homes. These plots have been grouped into three Areas, which define the parts of the estate that the proposals are located in. Details of these proposals are set out in Section 6 of this document.

PLOT 5: DICK COLLINS HALL SITE



Phase 2
11 new homes including 6 private, 2 intermediate affordable and 3 social rented units.

Proposal includes improvements to the communal courtyard and the public open space on Redhill Street and Albany Street, in front of the Rothay residential block.

PLOT 4: NEWLANDS



Phase 1
32 replacement homes including 29 social rented and 3 leaseholder units.

Proposal includes improvements to the open space around this building, which is currently inaccessible, and the provision of an A1 or A3 commercial unit of 95m².

PLOT 8: THE VICTORY PUB



Phase 2
10 new homes including 4 private, 3 intermediate affordable and 3 social rented units.

Proposal includes the re-provision of a public house on the ground floor.

PLOT 2: FORMER ONE STOP SHOP



Phase 1
24 replacement homes including 18 social rented and 6 leaseholder units.

Proposal includes improvements to the open space around this building and the provision of an A1 or commercial unit of 162m².

PLOT 9: ST BEDE'S MEWS



Phase 1
3 replacement homes, including a 1 bedroom wheelchair unit.

Proposal includes landscape improvements to the area around the building.

PLOT 3: VARDELL STREET CORNER



Phase 1
8 replacement homes, including a 1 leaseholder and 7 social rented units.

Proposal includes improvements to the communal garden around this building and also the public realm on the street edge.

PLOT 6: CAPE OF GOOD HOPE



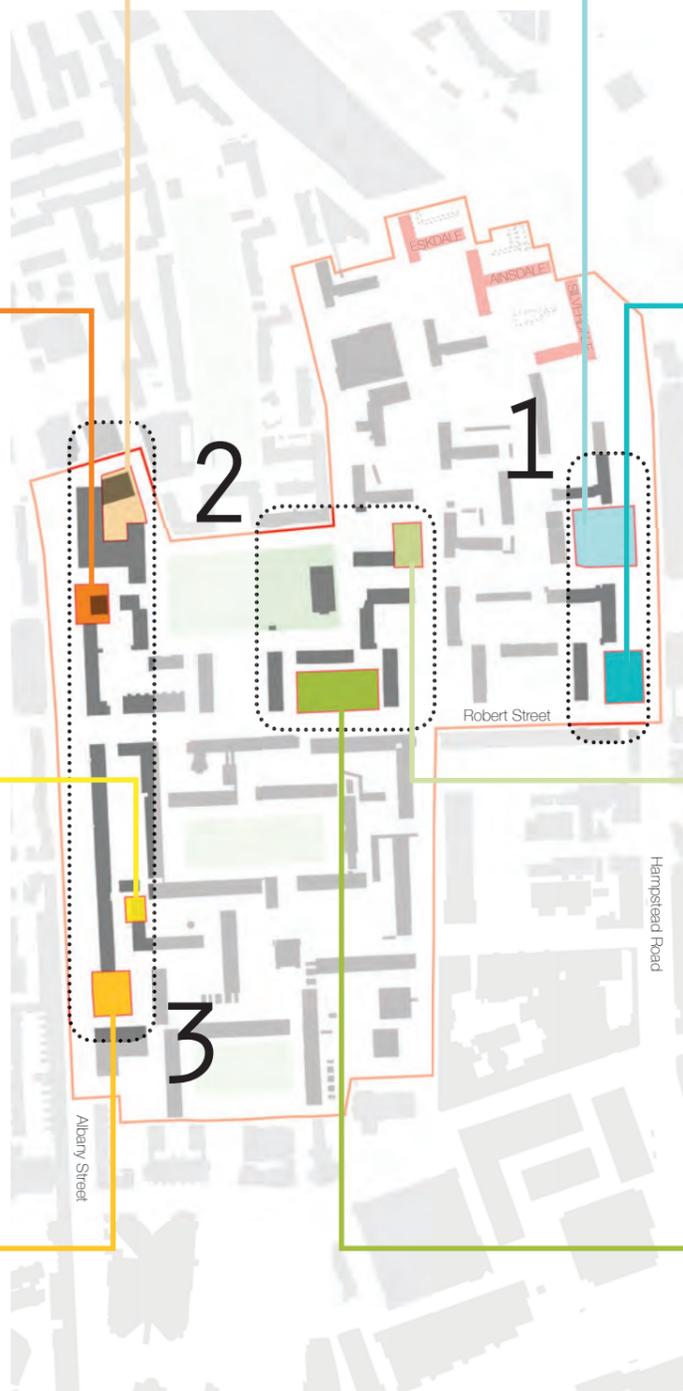
Phase 1
15 replacement homes, including 3 social rented and 12 leaseholder units.

PLOT 1: ROBERT STREET CAR PARK



Phase 1
13 replacement homes, including 8 social rented and 5 leaseholder units.

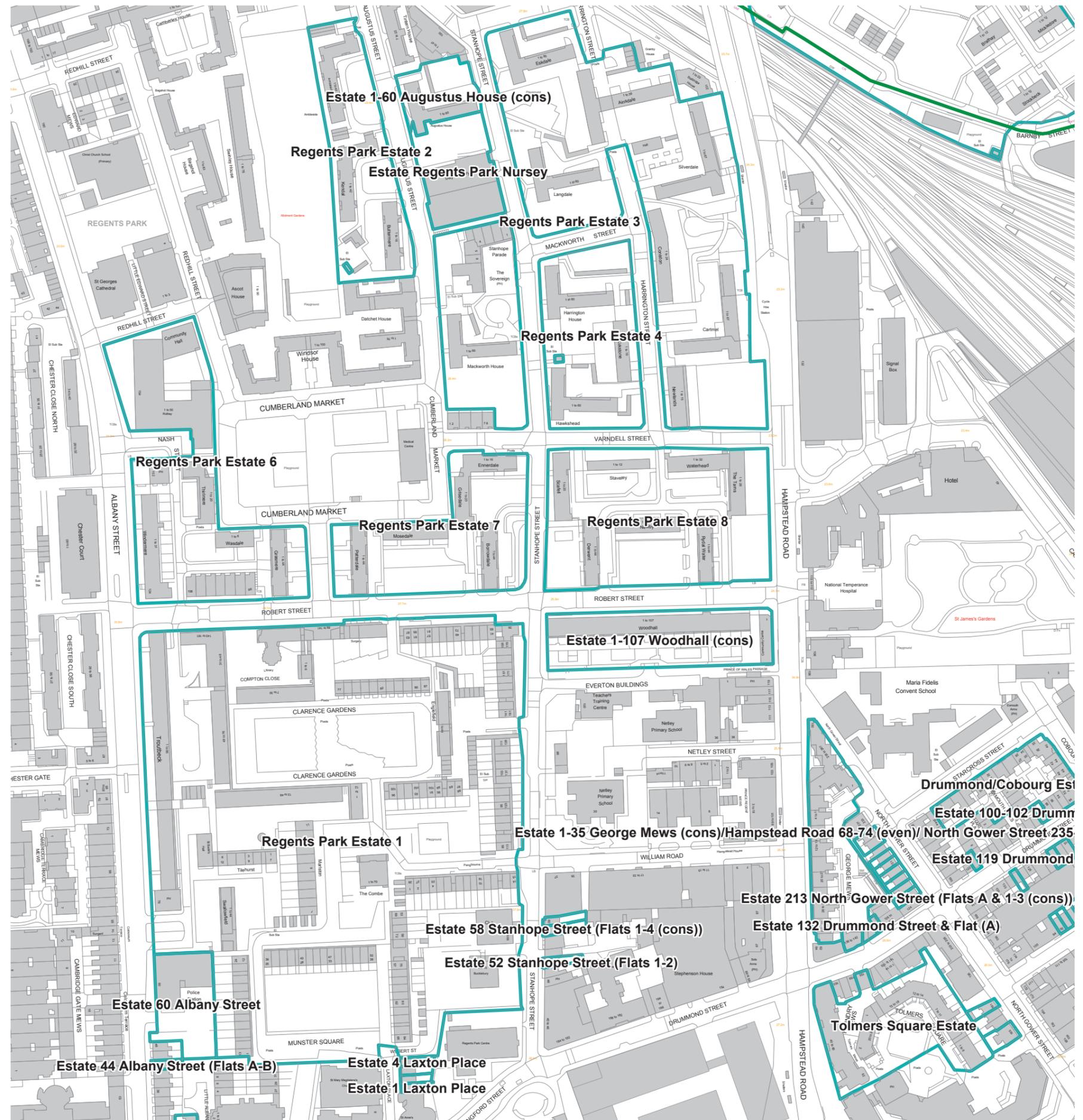
Proposal includes improvements to the public open space around this building and the provision of a 334m² community hall to replace the existing Dick Collins Hall.



Area 1: Hampstead Road Sites

Area 2: Estate Interior Sites

Area 3: Albany Road Sites



Camden Plan to Show Regent's Park Estate, illustrating the different parts of the Estate and full block and street names

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1.1 Background to the Proposals

The Regent's Park Estate is a 2239 home Council owned housing estate situated between Regents Park and Euston Station. The estate comprises a large number of Postwar housing blocks, a number of historic open spaces and some mixed uses. Directly to the east of the estate is an area earmarked for the expansion of Euston Station as part of the HS2 project being proposed by Central Government. This will provide new high speed rail links between London and the Midlands and North.

Central Government's proposals for HS2 could result in dramatic changes to the area in and around Euston station. If HS2 does go ahead a large area to the north and east of the Regent's Park Estate would be affected by the construction of the new railway line. The expansion of the railway tracks will result in the demolition of three Council owned housing blocks and a number of smaller street properties, which currently provide homes for Council tenants and leaseholders. These are referred to throughout the documents as the 'red blocks'. The 'yellow blocks' indicate residential blocks (Gilfoot, Langdale, Coniston and Cartmel) that will face significant construction impacts but will not be demolished. This is based on HS2 Ltd's Environmental Statement.

Camden as a council remains strongly opposed to HS2 in its current form. It continues to lobby against the scheme with key stakeholders and MPs as the impacts to Camden are so significant

The Euston Area Plan was developed to provide a framework within which development over the coming years could be best provided in light of the potential development of HS2.

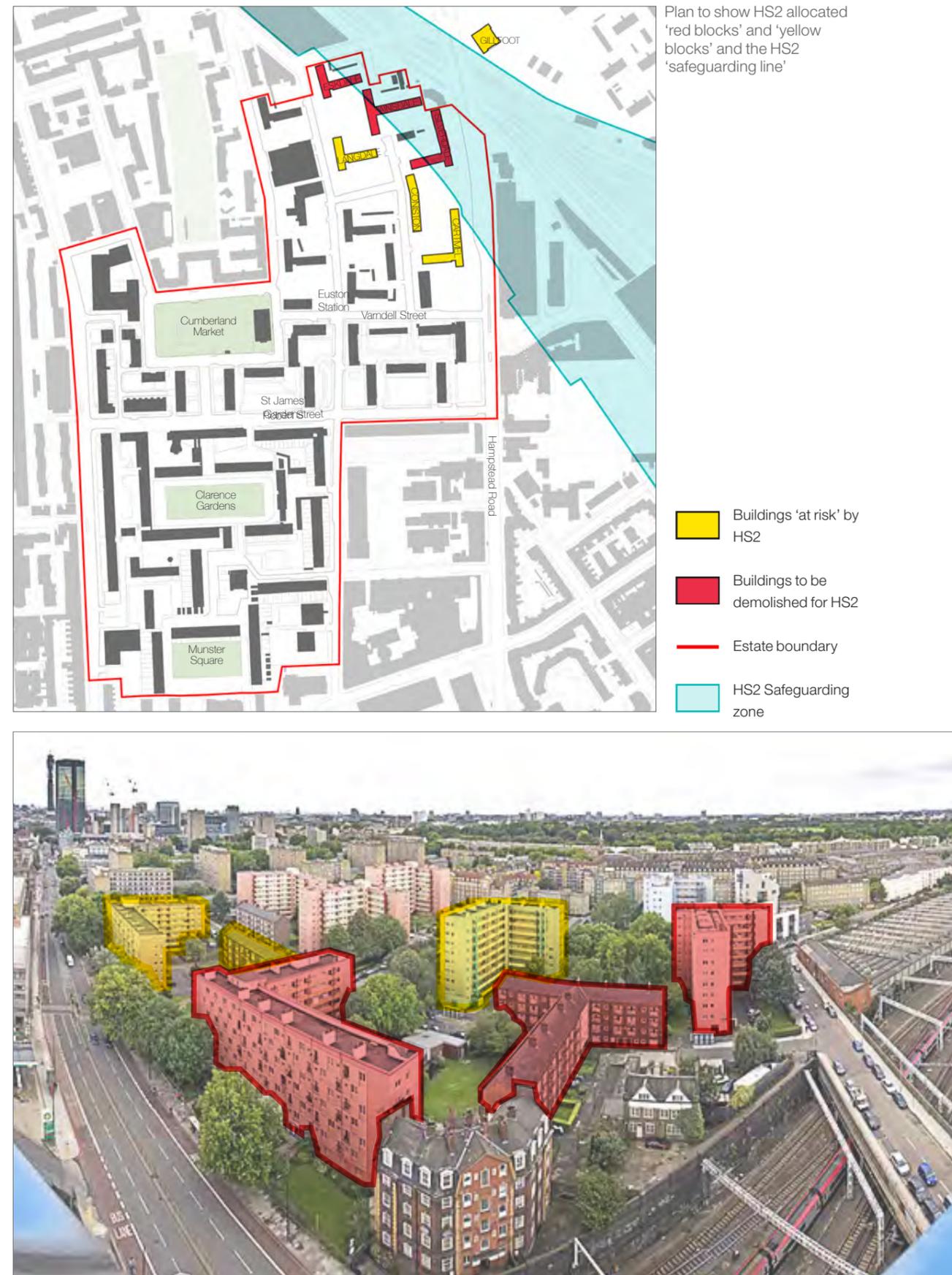
Based on current published dates the Bill will get Royal Assent in December 2016. In 2014 the Council took the decision that they would continue to oppose the scheme because of the massive disruption it will cause, but if it does go ahead they wanted to secure the best outcome for the community. It was therefore important to be prepared and ensure new homes were available in the local area for affected residents.

An architectural feasibility study was undertaken over the summer of 2013 to review potential development capacity of the Regent's Park Estate and to identify locations for replacement homes for those residents in the red blocks.

The study identified a number of development opportunities across the estate area, which involved different levels of intervention from small infill sites to more wholesale redevelopment.

In 2014 Tibbalds Planning and Urban Design and a multi-disciplinary team were appointed to take the strategy for the delivery of the replacement homes forward. The team began by undertaking background survey work and developing briefs for architects to take the design proposals forward to a planning application. An architectural competition was held in August 2014 which residents of the estate were invited to contribute to. This resulted in the selection of two architectural practices to take forward the proposals in this application.

Since the appointment of the design team a high level of engagement with residents on the estate and its neighbours has taken place. The feedback obtained from residents has shaped the scheme and influenced the design proposals put forward in this application. Detailed descriptions of the outcomes of the consultation and the various events that have taken place are described in more detail later in this document (section 4) and within the pre-application consultation statement.



1.2 The Brief and the Council's aspirations

The Council's main aim for the project is to deliver good quality housing to rehouse residents who may lose their home through the development of HS2. A key commitment has been made by the Council to residents of the red blocks and affected street properties that they will only have to move once, essentially meaning that new homes need to be provided before the demolition work for HS2 needs to take place. Based on a housing needs survey the majority of affected residents wanted to stay in the local area, therefore the Council have also committed to providing new homes within 10 minutes walk of the existing homes. The demolition of the red blocks is currently planned for the beginning of 2018 meaning that new homes need to be reprovided by mid 2017.

There is a strong aspiration to achieve an excellent standard of design and create new homes that will also enhance and improve the character and function of the estate. There are also long term plans to redevelop other areas of the estate to provide additional affordable housing in due course. The aspirations for the project are expanded upon in Section 3.

There are 182 affected homes within the red blocks and in the Cobourg and Melton street properties. Of these 136 units are social rented, 24 are resident leaseholder and 22 are non-resident leaseholder. The Council has committed to reproviding homes for all residents in social rented and resident leaseholder units as well as those most affected in the yellow blocks. Therefore, 160 units from the red blocks need replacing as well as 4 units from the ground floor of the 'yellow' Cartmel block. A total of 164 units are required. 70 replacement units have already been allocated from the recently completed Netley development, leaving a need for a further 94 units that must be completed as part of this scheme. A housing need assessment was carried out as part of the consultation process in order to be sure that the required unit sizes will be provided.

Project Objectives:

1. To deliver replacement homes for the red block residents in time for when they will be needed by HS2 (expected to be at the beginning of 2018). With a single decant for residents to replacement homes within 10 minutes walk of where they live now.
2. To bring residents, stakeholders and others along with the process of designing and constructing the replacement and new homes and other proposed changes on the estate. This includes regular consultation events, information sharing and participation in designing key spaces and community uses.
3. To design buildings that maximize their buildability to minimize the risk of abnormal costs and risks during the construction process. This will mean limiting the use of basements or other high cost or risk elements of construction. It will also mean carefully considering the risk profile of different sites so that the risk of delay in delivering the replacement homes is kept to an absolute minimum.
4. To design and deliver buildings that maximize their utility, efficiency and minimize costs in use. This includes the development of shared specifications for appropriate building elements and details.
5. To deliver high quality, robust buildings that respond to the architectural character and quality of the Regent's Park Estate, their role in the wider townscape and the changing context in relation to HS2 - both during and after construction. To anticipate what it is understood will be delivered through the HS2 proposals as far as it is possible to do so and to respond to it appropriately.
6. To design new housing and ancillary uses that meet or exceed the requirements of the London Housing Design Guide, including habinteg plus wheelchair homes. Adequate space will need to be accommodated for services, ventilation, cycle parking, refuse and other necessary spaces.
7. To meet or exceed the current high standards for sustainability set out in the Camden Local Plan and the London Plan, including the 35% reduction in carbon emissions. To do this in a way that balances the London Plan's energy hierarchy's precedence for decentralized energy with the estates current dispersed energy and ensuring long-term value for residents.
8. To provide a range of improved and reconfigured open spaces within the estate. The open space strategy considers which spaces work well at the moment and which are able to be improved, activated or enhanced in mitigation for the impact of the proposals.
9. To ensure that the replacement homes deliver appropriate wider benefits as the first phase in the longer term regeneration of the Regents Park Estate. This includes improving routes, spaces, reorganized car parking, non-residential opportunities, mix and quality. It also includes anticipating the impact that HS2 will have on the numbers of people passing through and by the estate. To ensure that the proposals respond positively to the ambition and objectives set out in the Euston Area Plan.
10. To set this in the context of a coordinated masterplan for the estate setting out clearly the role and function of early phases and the potential opportunities in later phases.

Outcomes:

To deliver:

1. Replacement homes by mid* 2017 for council tenants, in a mix that fits with the assessed need of the existing residents as it is currently understood.
2. Replacement homes for existing resident leaseholders by mid* 2017 for those residents who have expressed an interest in a replacement home, in a mix that matches their current property size.
3. Additional new homes as part of the CIP programme, in accordance with the mix requirements of planning policy in order to ensure that at least the number of homes needed are provided.
4. To deliver associated ancillary uses such as community halls, pubs, and retail to meet the need for replacement provision and any new requirements as a result of additional homes on the estate.
5. To develop landscape and public realm proposals that improve open spaces within the estate and mitigate any impact of the replacement homes.
6. To develop proposals capable of being submitted for planning in May 2015 and gaining planning approval in September 2015 in order to ensure the timely delivery of the new homes.
7. To deliver a scheme that is affordable as far as possible within the identified budgets.

*HS2 dates are yet to be confirmed.

Because of the tight time scales needed to deliver the replacement homes for the existing residents and the risk of delay due to unforeseen constraints, the principle being adopted in this scheme is to progress more than the minimum number of homes through planning. This means that there is an element of resilience in the replacement homes strategy should some sites be delayed for reasons that we can't predict.

1.3 The Scope and the Content of the Planning Application

The full description of development for this Planning Application is:

“Mixed use development to provide 116 residential units (Class C3), community facility (Class D1) and retail and commercial space (Class A1/A3/A4) across 8 plots ranging from 3 to 11 storeys in height. Associated landscape and public realm improvements, reorganisation of car parking and associated infrastructure works. Including demolition of Dick Collins Hall, Victory Public House, and the Cape of Good Hope Public House. All in association with High Speed 2 proposals.”

The documents that will be included as part of the Application include:

- Application drawings
- Design and Access Statement
- Planning Statement
- Transport Assessment
- Heritage Statement
- Archaeological Statement
- Pre-application consultation statement
- Air Quality statement
- Ground Investigations report (land quality statement)
- Sustainability Statement (including Code for Sustainable Homes pre-assessment)
- Energy Statement
- Daylight and Sunlight Assessment
- Ecology Assessment
- Noise and Vibration report
- Flood Risk Assessment
- Outline Construction Management Plan
- Basement Impact Assessment
- Tree Survey and Arboricultural Impact Assessment

1.4 Structure of The Design and Access Statement

This Planning, Design and Access Statement is one of a number of documents submitted in support of this application. It provides alongside this introduction and background the following sections:

Section 2: Describes the existing estate, including the historic development and analysis of how the estate currently works. It also includes a description of the changing context in relation to the proposed HS2 works.

Section 3: Describes at how the design principles have been established by looking at the wider area through to the estate itself. These principles are then projected to look at how the masterplan for the estate could evolve through these replacement homes and as part of longer term CIP schemes. The design development through consultation is also documented.

Section 4: Describes the wider strategy for the landscaping and open spaces in the estate. A variety of topics are covered including public realm, biodiversity and play.

Section 5: Describes the how relevant planning policies have affected, and relate to, the proposals.

Section 6: Sets out the proposals for each plot. These include information on the site analysis, design concept, strategy, plans, elevations and details for the buildings and their connected landscaping. Proposals for the mitigation for the loss of open space are also set out here.

Section 7: Sets out the extent of the residential unit numbers, sizes and tenures for the proposed development. The proposed commercial and community unit sizes are also demonstrated.

Section 8: Describes the more technical aspects of the proposals. These include an overview of the mechanical and electrical servicing, refuse, cycling, phasing, parking and sustainability strategies. Also, landscape information on specific vegetation and planting, drainage and play are also set out. This information is supported by full supporting documents with the application.

Section 9: The planning statement.

1.5 The Project Team

This Planning, Design and Access Statement has been prepared by Tibbalds Planning and Urban Design, Matthew Lloyd Architects, Mae Architects and East Landscape Design on behalf of London Borough of Camden (LBC) (the applicant). It supports the Planning Application for the HS2 Replacement Housing at the Regent’s Park Estate.

The lead consultant team were appointed in August 2014 to take forward a planning application for replacement homes for those that may be lost due to works associated with the construction of HS2. The project team consists of the following consultants and roles:

- Tibbalds Planning and Urban Design – Lead consultants, planning consultants, heritage and masterplanners.
- Matthew Lloyd Architects - architects for plots 2, 4, 6, 8, 9
- Mae Architects - architects for plots 1, 3 and 5
- Campbell Reith Consulting Engineers – Civils, Structures, Highways and Geotechnical engineering.
- TGA – Mechanical and electrical engineering.
- East - Landscape Architects.
- EC Harris – Cost consultants, employers agent and CDMC.
- Fire Risk Solutions - Fire engineering strategy
- Rights to Light Consulting - Sunlight and daylight

THE EXISTING ESTATE AND ITS CHANGING CONTEXT



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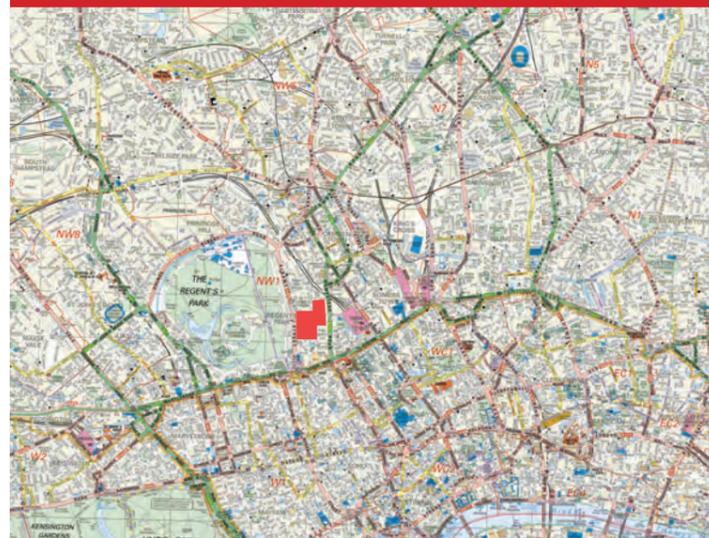
2.1 Site Location

The Regent's Park Estate is located within the south western part of Camden and is north of Euston Road. It is bounded by Albany Street and Regent's Park to the West, the Euston railway cutting to the North, Hampstead Road to the East and office development which fronts onto the Euston Road to the South. The estate is within walking distance of Euston station, the West End and many other Central London locations.

The estate is located within the boundary of the Euston Area Plan (EAP). The EAP is an Area Action Plan (AAP) which sets a framework for development in and around the Euston area as a result of the dramatic change that the proposals for HS2 could have on the area. The plan has been prepared by Camden Council, the Greater London Authority (GLA) and Transport for London (TfL) to guide development up to 2031. The plan was adopted in January 2015 and the document forms part of London Borough of Camden's policy considerations for this area. Its content sets an ambitious vision for the area and a set of key principles to guide development.

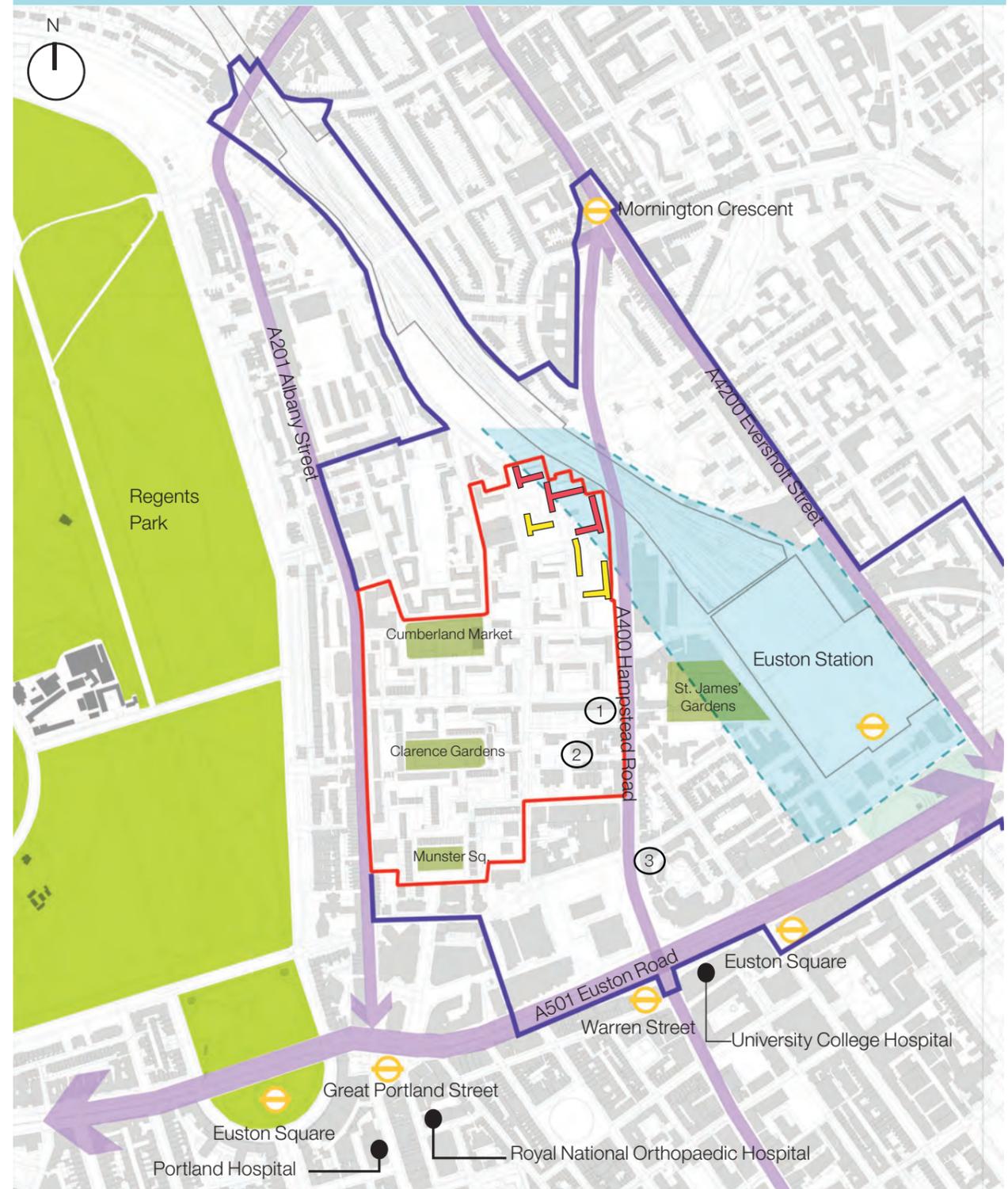
The site sits within a historic context of rich heritage, largely to the north and west towards Regent's Park. Although much of the historic street pattern is still evident in some areas very few pre-war buildings remain on the estate itself.

Camden



Map of north London with the Regent's Park estate indicated in red (www.bing.com/maps). The site is located in Zone 1 in London and is one mile north of Oxford Circus and two miles north of the River Thames. It is close to several underground stations and national rail stations and is in walking distance to outdoor amenities including Regent's Park and Primrose Hill.

Euston



- HS2 - Red blocks
- HS2 - Yellow blocks
- Regent's Park
- 'A' roads
- Safeguarding area for HS2
- Estate boundary
- Euston Area Plan Boundary
- ⊖ London underground stations
- ① Surma Centre Site
- ② Netley School Site
- ③ Camden People's Theatre

Regent's Park Estate Location Plan

2.2 Site History

The site's history and evolution

Regents Park Estate is located in a part of London that is rich in history and in close proximity to architecture of great significance. John Nash's extensive scheme of development, initiated in the 1810s used to occupy the site. This scheme introduced the series of three interconnecting squares, that are still apparent on the estate today, and a tight urban grain with terraced housing addressing the clearly defined and permeable street pattern.

Images 1 and 2 illustrate the site area from 1827 to 1938. The series of squares and urban layout is clearly recognisable between the two, despite the inevitable expansion and development that took place between the two periods.

The area, being close to the main transport hub of Euston, was affected by bombing during WWII although aerial photographs from 1948 suggest that the damage was relatively limited. However the area was redeveloped from 1950 onwards primarily due to the demands of slum clearance.

What is most striking in the post war large-scale redevelopment of the area and creation of the Regent's Park Estate (Figures 3 and 4) is the sudden and dramatic change in the approach to urban design. The redesign resulted in a comparatively radical new urban layout, form and building scale and almost unrecognisable cityscape in comparison to its historical context. The key remaining feature is the three squares, although their relationship and connection to one another is now relatively severed.

Further information on the history of the site is set out in the Heritage Assessment.

A green tone is used as an overlay on the images to clearly illustrate the squares and where they are located from one period to the next.

Figure 1: Detail from Greenwood's Map of London, 1827, showing Nash's development of the site largely complete. www.motco.com
Figure 2: Aerial view looking north, 1938. English Heritage, Aerofilms Archive

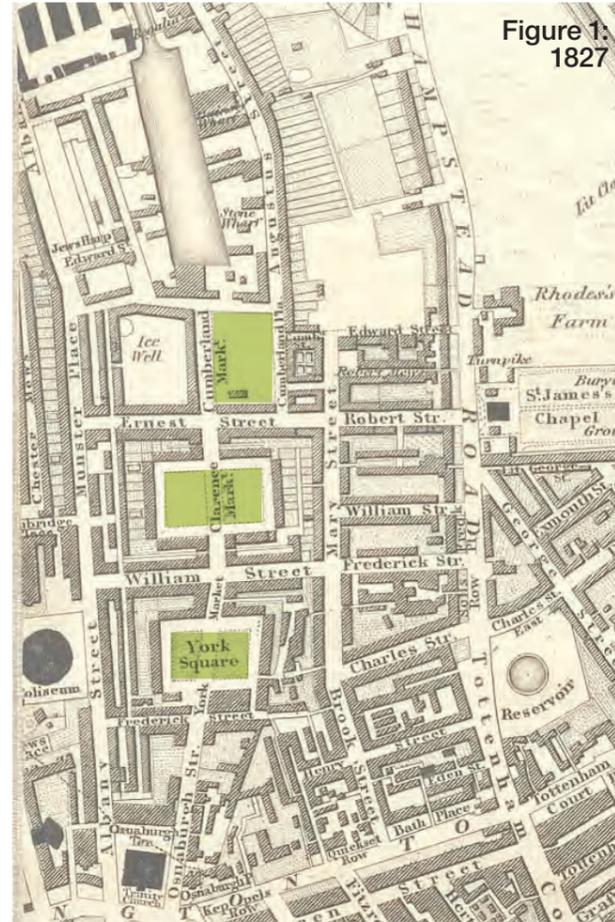


Figure 1:
1827

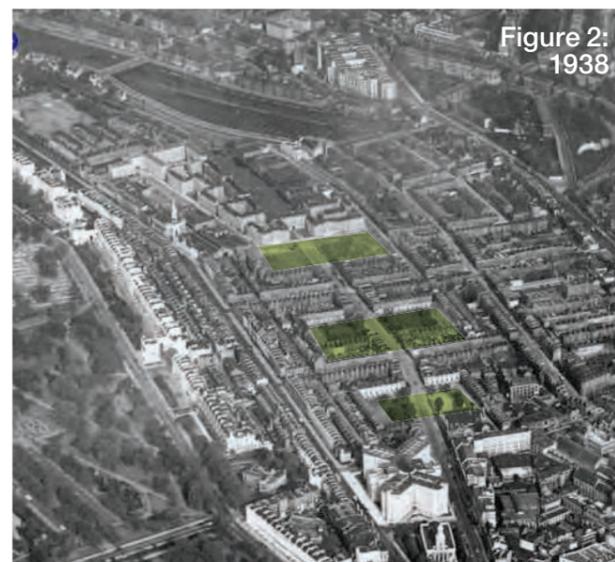


Figure 2:
1938

The original Regent's Park Estate masterplan

Regent's Park Estate was built in phases and these reflect the changing post-war trends in planning and architectural style.

The estate was considered to be very contemporary at its time and there was particular architectural praise for the southern part of the estate by Armstrong & McManus (Figure 3) for its more intimate and domestic scale. The phases are set out below as shown in the Euston Area Plan Historic Area Assessment (shown in italics):

1. North-east of Cumberland Market Eight storey L shaped blocks east of Augustus Rd by Gibberd, from 1951 six storey blocks to west with blue tiles in Festival of Britain style, by St Pancras Borough Architect T Sibthorpe **1953**;
2. South of Cumberland Market by Davies & Arnold **1952-3**, mix of low houses and 11 storey blocks (highest in London at the time), reflecting new principles of LCC for mixed development;
3. East part of Robert Street and Victory pub also Davies & Arnold; **1955**
4. South of Robert St precincts of low buildings proposed by Armstrong & McManus including Clarence Gardens surrounded by four-storey maisonnettes. **1961**
5. Dick Collins Hall and Rothay House, built after the demolition of the surviving part of Nash's ophthalmic hospital in **1968**, are considered lower quality, bulky and crude by comparison with the earlier work.

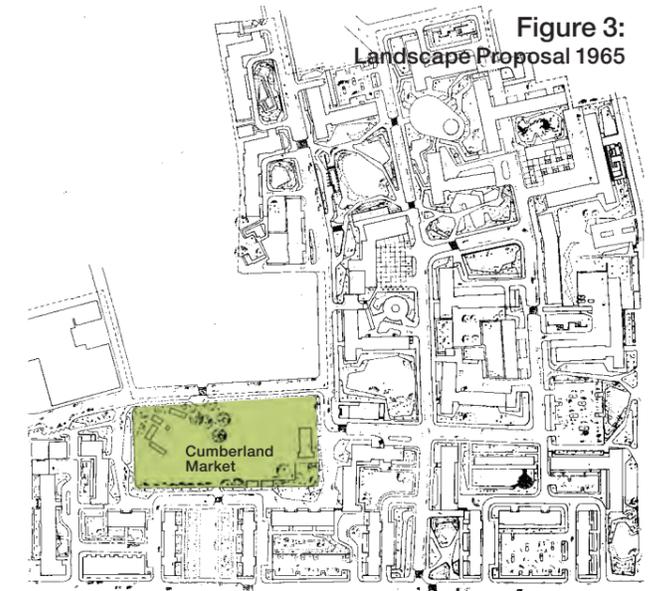


Figure 3:
Landscape Proposal 1965

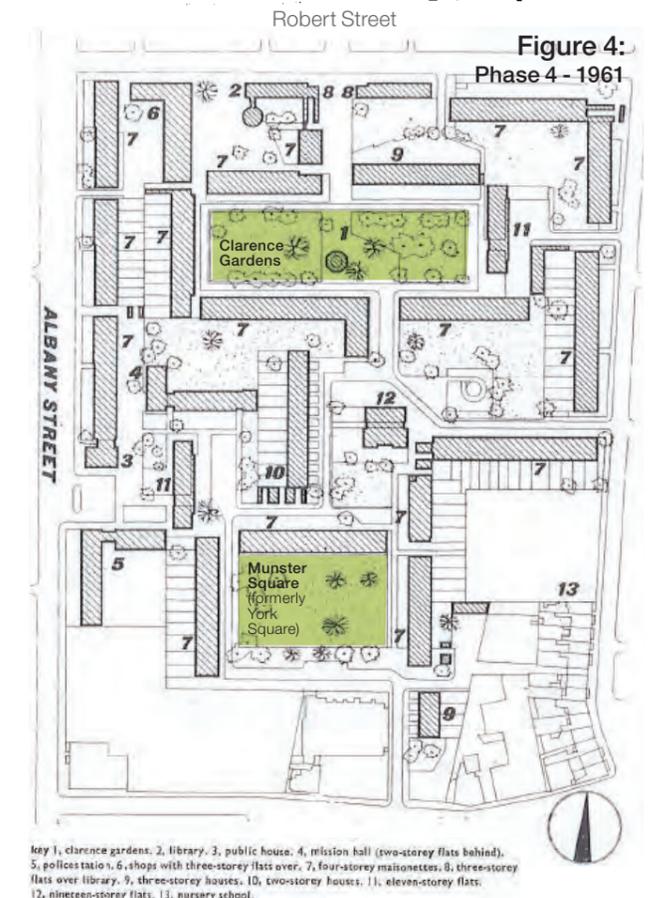


Figure 4:
Phase 4 - 1961

Figure 3: Landscape proposals for the northern half of Regent's Park Estate, produced for London Borough of Camden, June 1965.
Figure 4: Armstrong and McManus, architects. Layout of the central part of the Regent's Park estate to the south of Robert Street. Architectural Review, August 1961

2.3 The Existing Estate

Building character and identity:

There are a number of different building typologies on the estate, these range from low-rise maisonettes to taller slab blocks and high rise point blocks. The arrangements of these buildings with their surrounding streets and spaces work with varying degrees of success across the estate. Generally, within the estate there is poor east-west connectivity, with the exception of Robert Street. The estate can be divided into a number of broad 'character' areas as shown on the adjacent diagram. These are:

Character Area 1: The historic core

This is the area around Cumberland Market and Clarence Gardens. The buildings which surround these spaces are generally of good quality and work well in terms of their proportions and relationship to the open spaces. It contains the historic Peabody estate (the Cumberland Market Estate), bounded by Redhill Street, Cumberland Market and Augustus Street. Few of the other older buildings in this area remain, however the historic structure of the streets and spaces has been partially retained. This area is logically laid out and easier to navigate than other parts of the estate. The original vision of the connection and movement between Cumberland Market and Clarence Gardens has been partially retained.

Character Area 2: High rise slab blocks set in space

This part of the estate consists of tall slab blocks which are set within generous open spaces. Whilst the layout of the buildings does not directly relate to the routes, the structure of the streets and spaces is logical with Stanhope Street being a key defining route through this area. Other routes around and between buildings are less well defined. The blocks whilst not the most inspiring architecturally are in reasonable condition. The spaces around the blocks consist of grassed areas and planting. The spaces work with varying success, with some areas that are dark and awkward in shape meaning that they can be difficult to use. The green spaces do however provide visual amenity for the residents of these blocks.

Character Area 3: Low rise blocks with no axial arrangement

This part of the estate works less well than other areas in terms of the logical pattern of routes and spaces. The buildings in this area vary a great deal from the 19 storey tower (the Combe) to one and two storey blocks (Pangbourne and Marlston). As a pedestrian the area is hard to navigate with no hierarchy of routes. Munster Square is a more successful part of this area, with some buildings fronting onto the square creating an attractive well-proportioned space. However, the original north-south direct link between Clarence Gardens and Munster Square has been lost in the 1960s estate design.

Character Area 4: Tight urban street

This area contains Albany Street, which is a key and classic urban tree-lined street with a relatively wide distance from facade to facade of around 27 metres. Development in this location is rich in architectural heritage, especially to the west of the street, and it has a historic pattern with buildings at the back edge of the pavement tight to the street. The 60s estate buildings slightly disrupt this layout as buildings are pulled back from the pavement, providing a deep basement-level external space next to the street and the blocks are lower in height. However, the height of buildings are generally 4/5 storeys creating a strong sense of enclosure to the street. The older buildings on the street have a range of roof forms with mansards, hidden pitches behind parapets and stepping flat roofs and they also generally have taller floor to ceiling heights at lower floors, which together provide architectural variety and richness.

Character Area 5: Netley School and Everton Buildings

This character area includes the Netley School development and the residential blocks which front onto Stanhope Street and Robert Street. This area includes a new school and housing behind the retained buildings fronting onto Hampstead Road. The new buildings include an 8 storey block, with the rest reaching 5 storeys. This area feels more formal with buildings facades lining the streets and so creating a legible and defined urban pattern. Also, the new development is of good quality, improving this part of the estate. These factors allow this area to integrate effectively with the surrounding built form.

Character and Identity



Plan to show the existing character areas within the Regent's Park Estate with associated images of the different Character Areas (CA).

Urban Design

The northern part of the estate currently works more successfully in terms of the hierarchy of routes and spaces than the southern portion of the estate. The three historic squares and the organising routes of Robert Street and Stanhope Street give a logic and order to this part of the estate. New development should aim to strengthen these key routes and spaces through the creation of new frontages that relate closely to the street. Frontages of existing buildings generally do not relate well to the street pattern at present, with streets poorly defined by the existing blocks. In particular the way in which existing blocks turn corners or have a presence at key junctions does not work well at present.

The southern portion of the estate is less successful in terms of the structure of routes and spaces. The connections between the historic spaces of Cumberland Market and Munster Square has been lost through later additions to the estate. The grain of this part of the estate is not as logical or clear and there is an inconsistency in relation to the heights of blocks and their relationships to routes and spaces. Any changes in this area should aim to provide a coherent east-west link and make a more logical series of routes.

Movement and access

The Regents Park Estate is bounded by three large strategic, arterial routes that are important locally and London wide. These act as barriers to pedestrian movement through the estate to the surrounding areas as they can be difficult to cross as a pedestrian. This means that the estate can feel separated or cut off from the surrounding area. Euston Road in particular is a key strategic vehicular link through London and forms a major barrier between the north and south of the area.

Within the estate itself there are a number of indirect routes, and there is a lack of direct east-west links that would ease permeability and access to and through the area. Pedestrian routes through certain parts of the estate can be confused and difficult to navigate. This is mostly relevant

Movement and Access



- Vehicular route (larger thickness indicates a more primary road)
- - - Minor vehicular route
- Vehicular access route to parking
- Estate car parking

in the area to the south of Robert street around Clarence Gardens and Munster Square where routes are not direct and it can be difficult to understand where you are within the estate. North of Robert Street is more successful in terms of its legibility, where the original street pattern has been retained. Whilst buildings in this area do not necessarily relate directly to the street there is a logic and order.

Robert Street is the key east-west link and can be seen as a notional divide between the northern and southern parts of the estate. Its importance as a link is acknowledged within the EAP with a key aspiration being to strengthen this route from the newly extended station and new station entrance through to Regents Park. It contains a number of businesses and shops which could benefit from increased pedestrian traffic.

The Regents Park Estate is extremely well located in terms of access to public transport. The majority of the estate is within 10 minutes walk of Euston station and a large number of buses which serve a wide area of London.

Open Space



- Communal green spaces
- Private gardens
- MUGA
- Hard landscape
- Car parking
- Play

Open Space

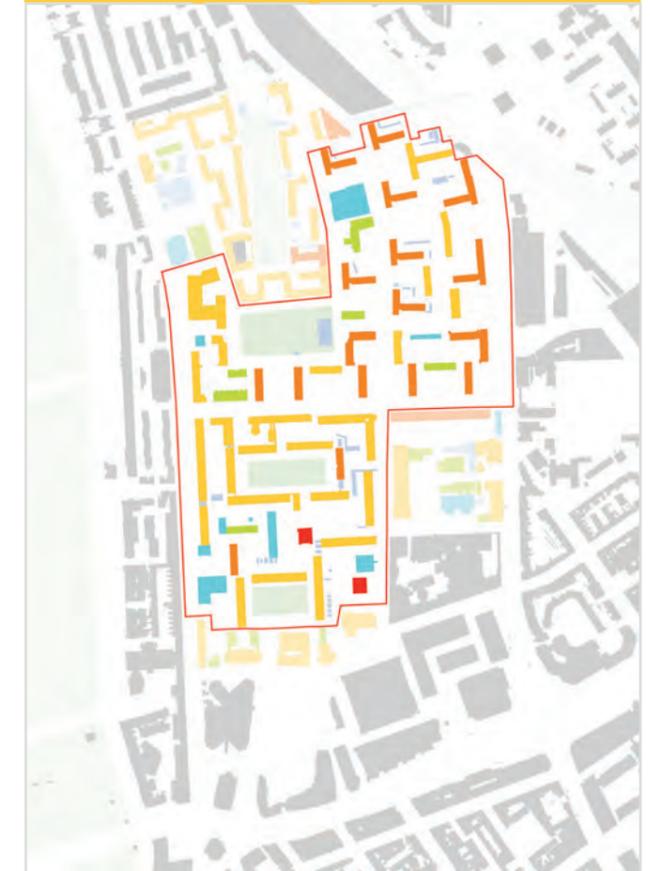
Open space is a key feature of the Regent's Park Estate. As many of the residential blocks do not address or relate to the street edge, the open spaces play an important role in bonding the buildings together.

This is successful in places where the spaces are well maintained and have a functional purpose. However many spaces are grassed only with low biodiversity and restricted access.

The plan shows that communal green spaces are prominent in the north of the estate, whereas the south has more hard surfaces and private gardens. There are almost no private gardens north of Robert Street.

Play areas are in the far north of the estate (to be removed by HS2 proposals), in Cumberland Market and Munster Square. There is a lack of play facilities in the heart of the estate.

Building Heights



Building heights

There are a range of building types and heights across the estate. These range from the 19 storey towers of the Combe and Bucklebury in the southern area of the estate to the 1 and 2 storey blocks of bedsits such as Staveley and Pangbourne.

The northern part of the estate is dominated by high rise slab blocks which range in height from 4-11 storeys. South of Robert Street has a more varied pattern of heights of buildings and their relationship to the street.

2.4 The Changing Context

HS2

High Speed 2 (HS2) is a planned high-speed railway between London Euston, the Midlands, North West England and potentially North East England and the Central Belt of Scotland. The project is being developed by High Speed Two (HS2) Ltd, a company established by the UK government. Construction is set to begin in 2017 with an indicated opening date of 2026.

Camden Council opposes plans for HS2 as they are currently proposed due to the vast impact the works will have on the borough and its communities. These include disruption to key and central streets and a significant loss of homes, businesses and historic open spaces to make way for the new rail lines and expanded Euston Station. If the Government does go ahead with the scheme, Camden is committed to fighting for the best outcome for their communities.

The north-eastern edge of Regent's Park Estate sits within the HS2 safeguarding line and here three existing Camden owned housing blocks have been identified for demolition. These are referred to as the 'red blocks' and are Eskdale, Ainsdale and Silverdale, which are 5-7 storeys high. A small number of homes in Cobourg and Melton Street, right next to Euston Station, are also identified for demolition. In total 182 homes, of which 136 are social rented homes and 46 are leasehold properties will be lost should HS2 go ahead.

Four further blocks are identified as being 'at risk' or in close proximity to the HS2 safeguarding line and are referred to as the 'yellow blocks'. These are Langdale, Coniston, Cartmel and Gilfoot (outside the Regent's Park Estate boundary). Based on the HS2 Environmental Statement it is not anticipated that these blocks will need to be demolished but a small number of the residents most affected may need to be provided with alternative accommodation for the duration of the HS2 construction or with new homes as part of the replacement homes proposals.



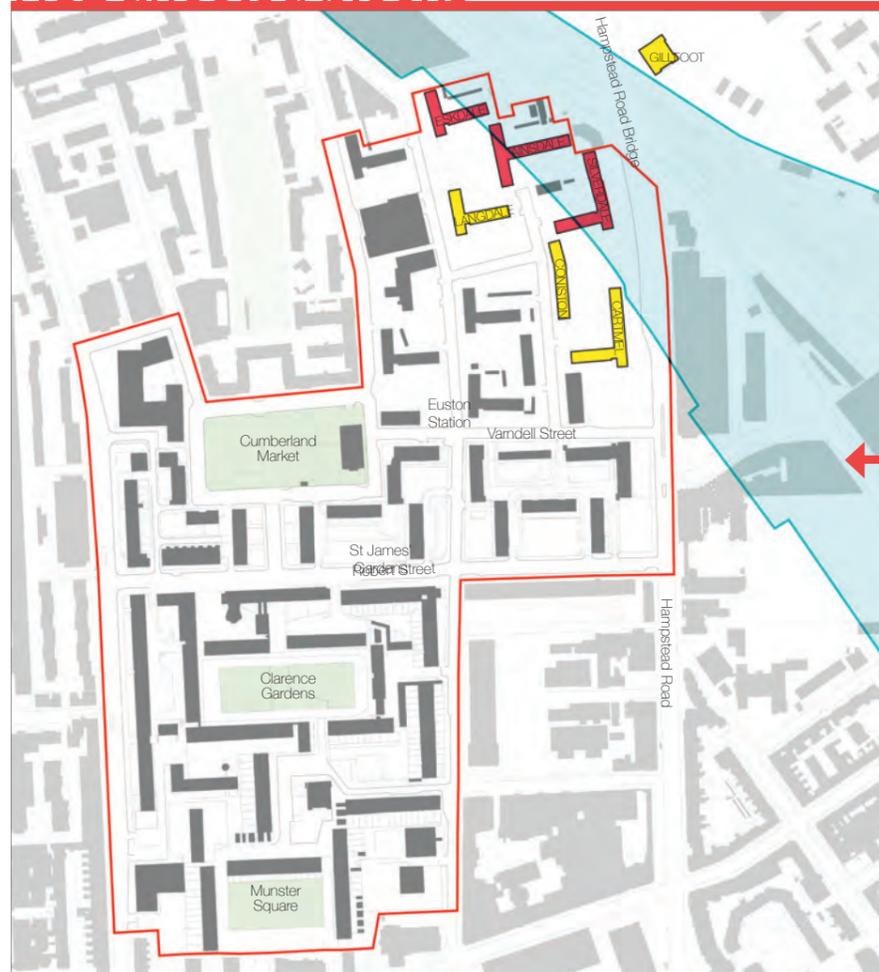
Above: Artist impression of Euston Station from the north-west, adjacent to Hampstead Road, from the HS2 Environmental Statement Phase 1, Non-technical summary, page 60

The proposals for HS2 will result in a number of changes in the area. A dialogue between HS2 and the design team has been established and meetings have taken place to ensure that the proposals for this project will work with the construction programme and emerging designs for HS2. Detail design work for HS2 proposals is still underway, making it challenging to fully understand the constraints and their impact on the replacement housing sites.

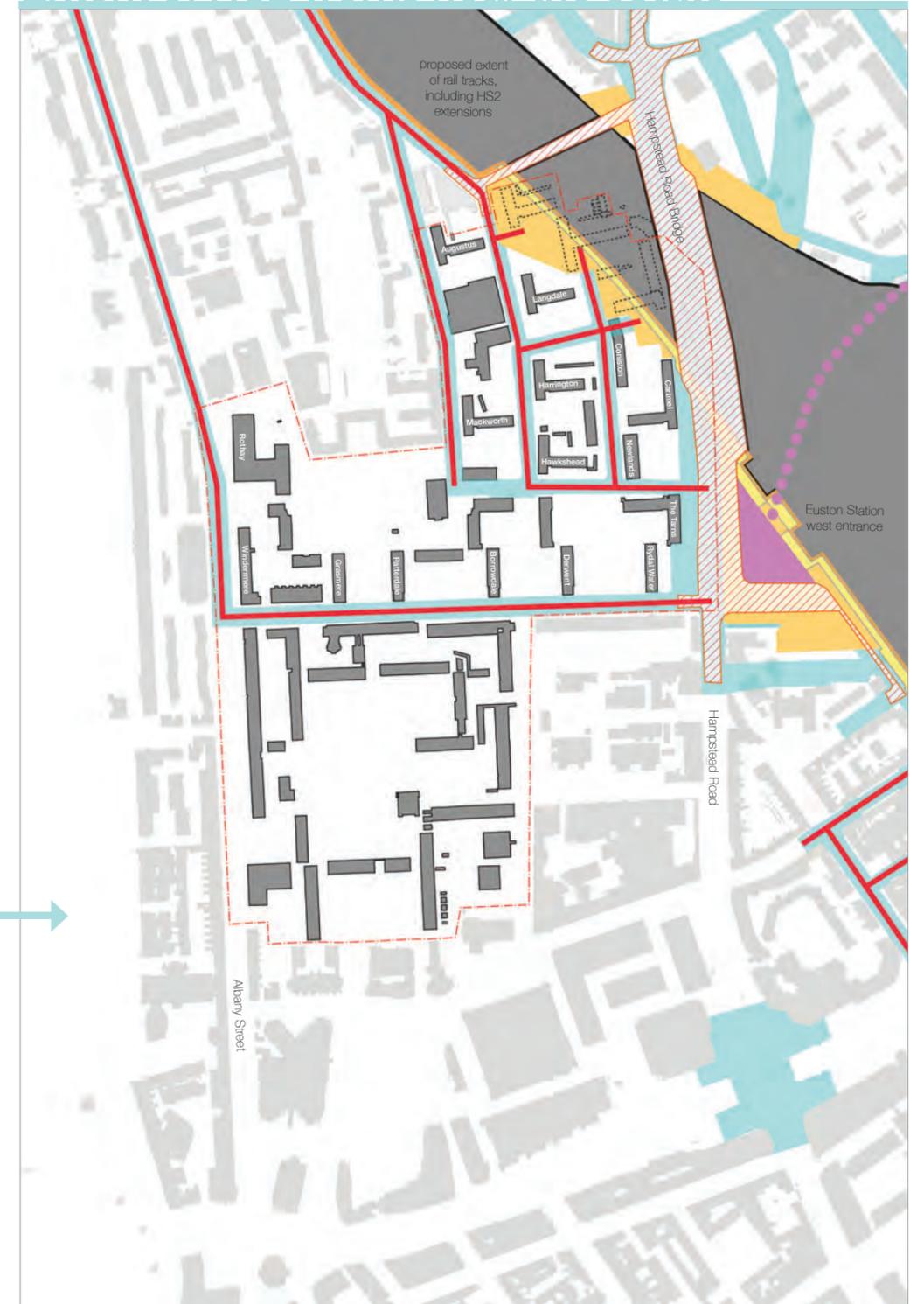
Current assumptions that have been discussed and agreed with HS2 are:

- A new entrance and forecourt to Euston Station will be created on the opposite side of Hampstead Road between the Varndell Street and Robert Street junctions.
- Utilities diversions are planned, which will require works along Roberts Street, Varndell Street and parts of Albany Street, Stanhope Street and Harrington Street. The extent of these are indicated on the plan opposite, shown by a heavy red line.
- A new Hampstead Road bridge will have an increased height meaning that the road will need to rise from the Robert Street junction. The bridge will be raised by a maximum of 3m. This will mean north of Varndell Street the height of Hampstead Road will be significantly different to how it is now. The extent of this is unconfirmed.
- Hampstead Road is due to be widened just north of the junction with Robert Street and so there will be localised realignment of footways and paths in this area.
- Varndell Street is likely to be stopped up as a vehicular route due to changes in levels to Hampstead Road. Pedestrian and cycling access will be retained.
- Specific negotiations and discussions have taken place with regard to the safeguarding line running along Hampstead Road as this follows the boundary line of two of the proposed development plots. The agreed, and revised boundary for development is shown in Section 6. Despite being within the safeguarded area, the line has been agreed by both HS2 Ltd and LB Camden.

HS2 affected blocks



Extent of HS2 works near the estate



Top left: The blocks identified for demolition, 'at-risk' and the HS2 safeguarding line within the Regent's Park Estate.

Bottom Left: Plan from the HS2 Environmental Statement Phase 1, Non-technical summary, page 61, showing the HS2 proposed line and HS1 link in Camden.

Right: plan illustrating the public information provided by HS2 on the extent and type of works planned for the HS2 project.

2.5 The Sites

The Sites

The development sites that are within this application have been selected because they are considered suitable for delivering replacement homes within the required HS2 time scale. They also to help deliver long term positive change on the estate and will reinforce strategic routes through the estate and improve gateways.

In selecting these sites an extensive review of all development opportunities on the estate has been undertaken. Sites have been assessed for their capacity to deliver high quality residential development and support the long term regeneration of the estate. The extent to which they are constrained has also been assessed as the time-scales for delivery of the replacement homes is extremely tight.

The key principles and assumptions for selecting a first phase of development sites has been:

- finding sites that have the ability to support the long term vision for the estate, as established in the EAP;
- avoiding the most significant trees;
- that car parking on any particular site could be consolidated and relocated onto other sites;
- that new housing minimises any sunlight and daylight impact on existing properties;
- that they must be available for development with no relocation of existing uses because of the impact this would have on delivery time scales;
- where possible, any reduction in open space should be minimised; and
- where possible, sites with third party interests are avoided. Where they exist, negotiations should be initiated from the outset.

In addition early phase sites are required for uses that need to be relocated for longer term development opportunities (Stanhope Parade, Day Nursery etc).

The plan opposite shows the sites that were identified through this review process. These are Robert Street car park, the Former One Stop Shop, Varndell Street corner, Newlands plot, Dick Collins hall, Cape of Good Hope, The Victory and St Bede's mews.

Sites have been divided into the following phases:

- **Phase 1 sites:** These are the least constrained sites and most readily available for development, and together have the capacity to deliver the exact housing need requirement from the blocks to be demolished by HS2. These include sites 1, 2, 3, 4, 6 and 9.
- **Phase 2 sites:** These spare sites are needed to ensure that the number of units needed can be provided should a Phase 1 plot become undeliverable in the required time scale. Phase 2 includes sites 5 and 8 and they have specific constraints. The Dick Collins hall can only be provided in Phase 2 as the London Borough of Camden have promised the estate residents that the community hall will not be closed and demolished before the completion of a new one. The Victory site has third party complications that is currently delaying legal negotiations.
- **Other sites:** Site 7, The Camden People's Theatre is being dealt with in a separate planning application predominantly due to the fact that it is outside the Regent's Park Estate boundary and involves redevelopment of an existing building rather than new build.

The planning application boundary has been formulated to take in all the sites in this application as well as open space mitigation sites.

A number of sites have been tested in the development of this application but are not being brought forward due to technical constraints or other concerns.

Longer term development opportunities for further regeneration of the estate have also been considered and these are set out in Section 4.

Key

- HS2 affected blocks
- Individual site areas
- Estate boundary
- Planning application boundary

HS2 Replacement Home Sites

- ① Robert Street car park
- ② Former One Stop Shop
- ③ Varndell Street corner
- ④ Newlands plot
- ⑤ Dick Collins hall
- ⑥ Cape of Good Hope
- ⑦ Camden People's Theatre
- ⑧ The Victory
- ⑨ St Bede's mews



2.6 The Areas

Areas

The sites have been grouped into three Areas within the estate (see opposite). The individual building proposals are grouped together on this basis.

The Areas include:

AREA 1 - Hampstead Road Sites:

Plot 2: **Rydal Water Site**

Plot 4: **Newlands Site**

These sites face onto Hampstead Road, a significant and major route through Camden. These sites are heavily trafficked and will also face onto the proposed Euston Station western expansion and HS2 rail lines. The changes in this area mean that this already important route will become a more public environment in the future.

AREA 2 - Interior Sites

Plot 1: **Robert Street car park**

Plot 3: **Varndell Street Site**

These sites are nestled within the 1950s original masterplan and therefore have a mainly residential and landscaped environment to respond to. Proposals here will need to work to reinforce street patterns, edges and corners.

Area 3: Albany Street Sites

Plot 5: **Dick Collins Hall**

Plot 6: **Cape of Good Hope**

Plot 8: **The Victory Pub**

Plot 9: **St Bede's Mews**

These sites face on or are very close to Albany Street. Albany Street is dominated by Nash terraces and other significant buildings of that period. All of the sites address part of the Conservation Area boundary or neighbour a Listed Building and therefore their sensitivity to the area's heritage is particularly critical. Here proposals should act as prominent 'gateways' to the estate to develop east-west links and also to integrate the estate more sensitively with the surrounding environment.

PLOT 5: DICK COLLINS HALL



Phase: 2
Location: Corner of Redhill Street
Current Use: Dick Collins community hall
Key Features: Opposite Conservation Area and Listed Building

PLOT 8: THE VICTORY PUB



Phase: 2
Location: Corner of Albany Street and Nash Street
Current Use: The Victory Pub
Key Features: Opposite Conservation Area and row of mature trees on Albany St

PLOT 9: ST BEDE'S MEWS



Phase: 1
Location: car park next to St Bede's Hall
Current Use: car parking
Key Features: St Bede's is a listed building.

PLOT 6: CAPE OF GOOD HOPE SITE



Phase: 1
Location: Corner of Albany Street and estate access road opposite Swallowfield.
Current Use: restaurant/bar
Key Features: Opposite Conservation Area and listed buildings

PLOT 4: NEWLANDS SITE



Phase: 1
Location: Corner of Hampstead Rd and Varndell St.
Current Use: Inaccessible green area.
Key Features: Opposite HS2 proposed development.

PLOT 2: RYDAL WATER SITE



Phase: 1
Location: Corner of Hampstead Rd and Robert St
Current Use: Unattractive, poorly used open space
Key Features: Opposite HS2 proposed development.

PLOT 3: VARNDELL STREET SITE

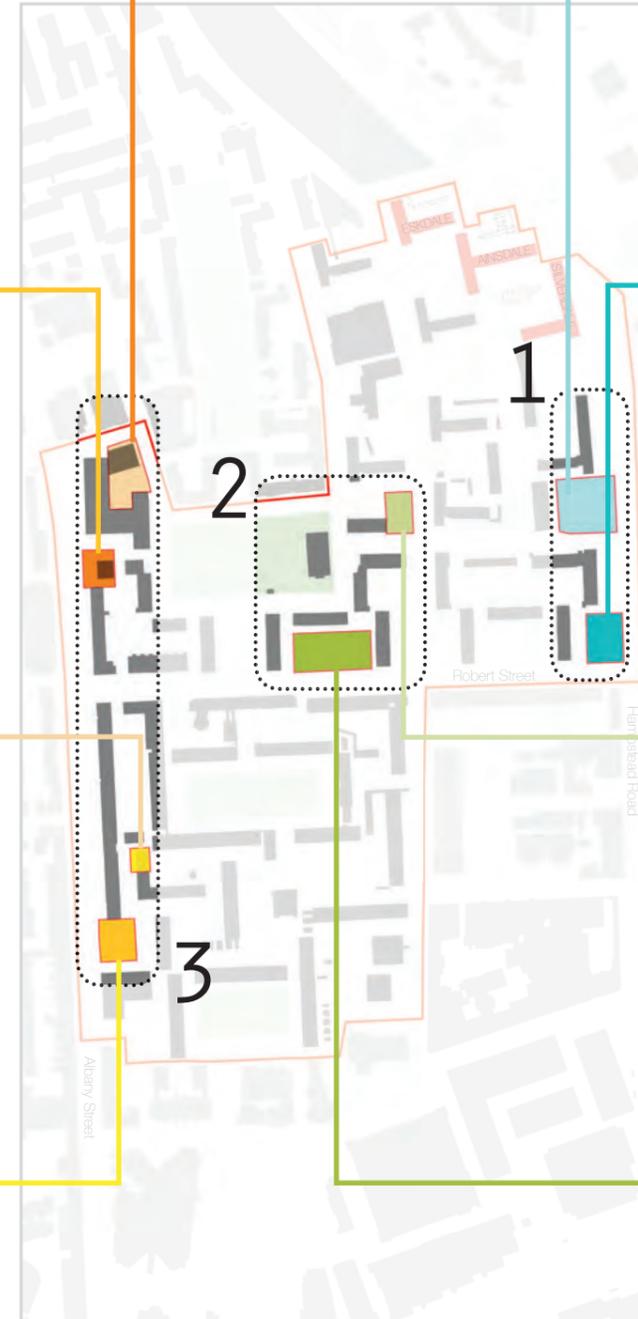


Phase: 1
Location: Corner of Varndell St and Stanhope St.
Current Use: Under-used grass area.
Key Features: Interior estate site at junction facing taller resi buildings.

PLOT 1: ROBERT STREET CAR PARK



Phase: 1
Location: Robert Street
Current Use: car parking
Key Features: Prominent location on key east-west route across estate and to house new community centre



URBAN DESIGN APPROACH AND SCHEME DEVELOPMENT

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3.2 Macro Design Principles: The Euston Area Plan

The vision for the Euston Area Plan (EAP) is for the area to be rejuvenated as both a hub for local activity and also as a gateway to London through sensitive high quality development above and around a world class transport interchange at Euston Station.

The Euston Area Plan has been prepared to guide and shape development in the Euston area over the next 12 years up to 2026. The document has been prepared as a Local Plan and an Area Action Plan and adopted as part of the Local Development Framework. The document has also been adopted as an Opportunity Area Planning Framework in the London Plan.

The Regent's Park Estate is included within the EAP area with an aspiration to improve the routes and permeability through the estate from Euston Station to Regent's Park. There is a development principle that relates specifically to the Estate (EAP5) which is as follows:

"Opportunities to accommodate new and replacement homes within Regent's Park Estate will be sought. Proposals should:

- enhance the design and layout of the estate to make it easier to move around;
- provide overlooking and active frontages onto the streets to enhance community safety;
- improve access and use of existing open space at the estate and the estate in general;
- contribute towards improved wayfinding and access to Regent's Park; and
- create clear definition between public and private spaces."

There is also specific reference to design within the plan with the following being key aspirations in terms of any new development:

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

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

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

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

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

These principles have been integrated into the core of the HS2 replacement housing designs.

What does this tell us?

- East-west links across the site should be enhanced and activated.
- Open space should be given a function and purpose as well as a sense of ownership, whether public, communal or private.
- Street edges should be defined.
- Proposals on Hampstead Road need to be considered as part of the wider townscape and be robust to sit comfortably on such a major route and new junction.



Wider spatial strategy diagram taken from the Euston Area Plan

- Key east-west and north-south links
- Indicative development blocks
- Main retail frontages
- Commercial / other active frontages
- Station entrances
- Potential taxi drop-off/pick up locations
- New / improved pedestrian / cycle crossings
- Replacement housing infill sites

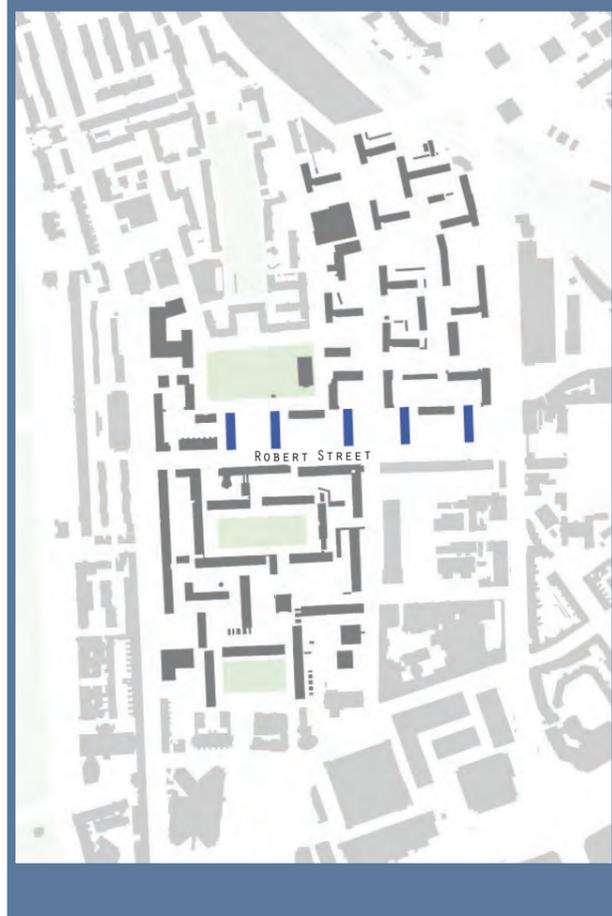
3.3 The Estate Design Principles: Pattern Language

The following sequence of plans illustrate the variety of pattern language that is employed in the existing estate blocks and open spaces.

There is a focus on the northern part of the estate as this is where most of the sites are located

The sites are all varied in their form and location, resulting in a variety of design constraints and opportunities. Some sites face onto main roads, others are in existing open space. Proximity to neighbouring buildings, access and private amenity are all additional challenges.

Block Pattern #1



Block layout on Robert Street, perpendicular to the street

Robert Street is the key road running east-west through the estate.

It has many mature trees, which assist in defining its environment. There is a very unique pattern in the building forms here, with façades facing directly onto the street on the southern edge, like most city street typologies. However, on the northern edge the blocks are positioned perpendicular to the street, with their tall gable ends puncturing the street edge. The spaces in-between are filled with mature trees, car parks, gardens and secondary streets.

Block Pattern #2



Perpendicular block layout on Stanhope and Augustus

A similar pattern of the gable ends of blocks addressing the street edge takes place in a slightly smaller scale on the secondary streets in the north of the estate.

Block Pattern #3



Blocks running parallel to the street

The counter part to the perpendicular blocks are the north-south orientated blocks that run parallel to the street, activating the edge and providing main entrances off the roads.

Open Space



The significance of the open spaces on Regent's Park Estate

Due to the nature of the unique building patterns, the open spaces on Regent's Park Estate play a particularly crucial role, acting as the bond between blocks and also assisting in providing an edge to the streets.

The use of many of the open spaces is currently relatively poor, so any development will seek to optimise the open spaces and assist them in performing to meet the needs of the residents and strengthen the urban grain.

3.4 How Should the Proposals Integrate into and Improve the Estate Layout?

The following plans illustrate how the location, and therefore context, of the selected plots on the estate has a significant effect on the necessary design response for the individual scheme proposals.

The Plots

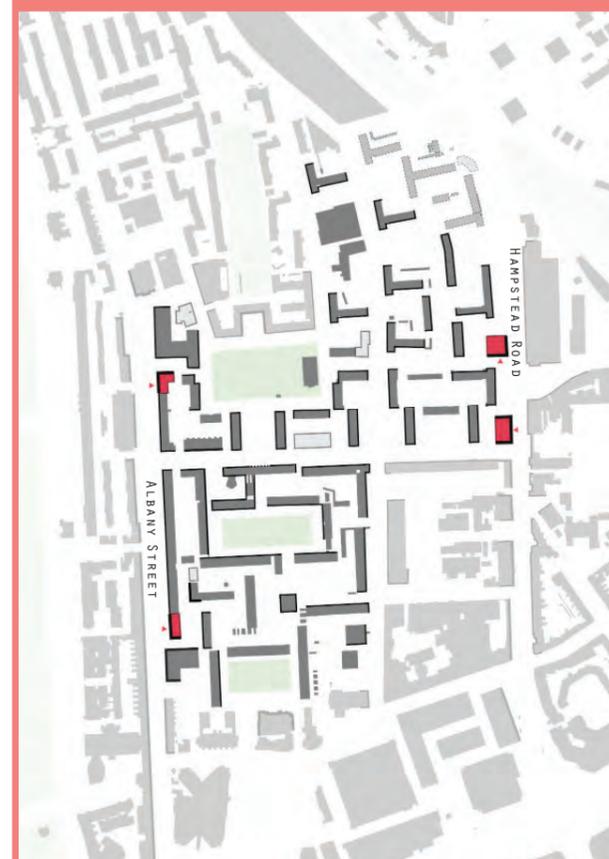


Development Sites for HS2 Replacement Housing

This plan shows the sites identified for development for the HS2 replacement housing and the approximate proposed building footprint within them. The sites have been chosen as they are all available for development with no requirement for the decant of existing residents.

The sites are all varied in their form and location, resulting in a variety of design constraints and opportunities. Some sites face onto main roads, others are in existing open space. Proximity to neighbouring buildings, access and private amenity are all additional challenges.

Edge Sites



Key frontages on the edge of the estate

The sites on the edge of the estate need to be robust with a strong and defined edge. They play a crucial role in defining the estate at its most public edge and assisting the estate to sit seamlessly in its surroundings.

It can be challenging to accommodate residential development on such busy routes. The sites that face onto Hampstead Road must also respond to a changing context with the proposals of the new Euston Station forecourt to the east.

These sites must also act as gateways, highlighting and encouraging permeability east-west across the estate.

Interior Sites

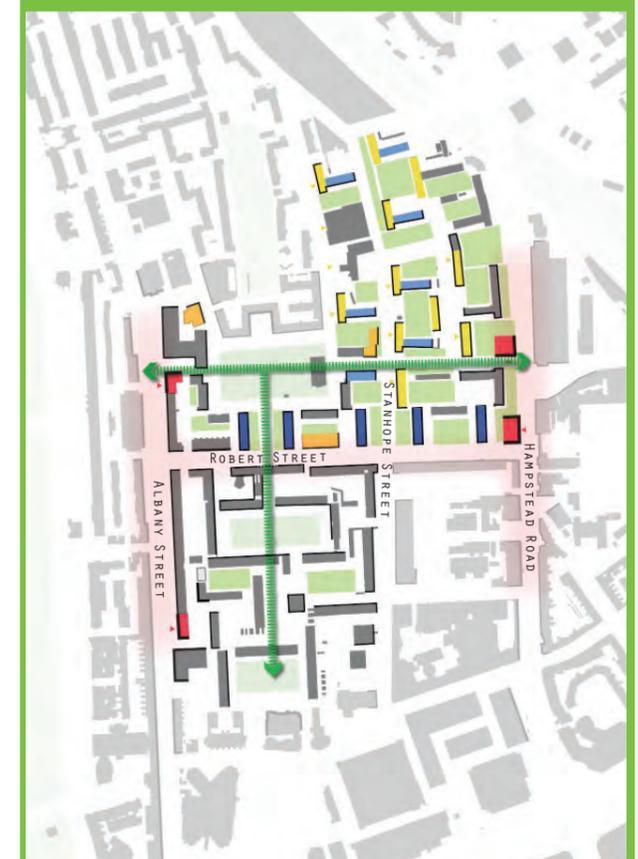


Infill and bespoke sites

Within the estate, where developable open space has been identified or there are left over infill sites, bespoke building solutions are proposed.

These buildings need to compliment their surroundings and offer alternative solutions to the dominant urban patterning on the estate.

Links and Areas of Focus



The Area of focus and key Route

With all the estate design concepts taken into consideration, a focus area, where the majority of the sites are located and face onto, can be identified.

This is indicated here as the area on and around Albany Street, Hampstead Road and Robert Street.

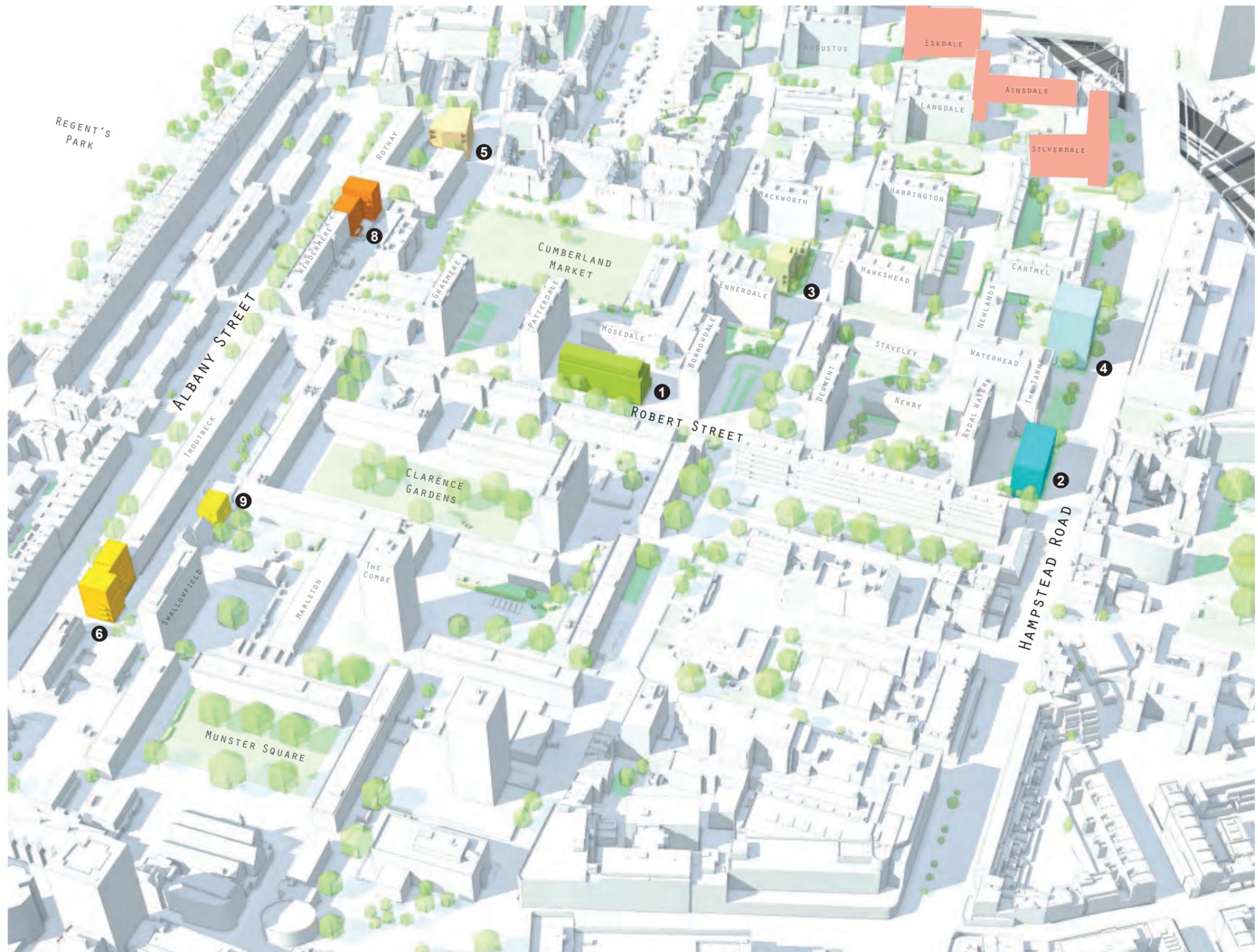
Additionally it is recognised that 2 key north-south and east-west links, which would assist the overall permeability and performance of the estate, are missing. Therefore any development proposed should act to realise or enhance these links, either as part of this project or in the future.

3.5 The Areas and The Proposed Development

This aerial view of Regent's Park Estate shows the location of the plots and the extent of massing proposed for each building.

The red blocks, allocated for demolition, are also highlighted (in red).

Further detail about the number of units and phasing for each plot is set out opposite.



Plots

- 1 Robert Street car park
- 2 Former One Stop Shop
- 3 Varndell Street corner
- 4 Newlands plot
- 5 Dick Collins hall
- 6 Cape of Good Hope
- 7 Camden People's Theatre (separate application)
- 8 The Victory
- 9 St Bede's mews

PLOT 5: DICK COLLINS HALL SITE



Phase 2
11 new homes including 6 private, 2 intermediate affordable and 3 social rented units.

Proposal includes improvements to the communal courtyard and the public open space on Redhill Street and Albany Street, in front of the Rothay residential block.

PLOT 4: NEWLANDS



Phase 1
32 replacement homes including 29 social rented and 3 leaseholder units.

Proposal includes improvements to the open space around this building, which is currently inaccessible, and the provision of an A1 or A3 commercial unit of 95m².

PLOT 8: THE VICTORY PUB



Phase 2
10 new homes including 4 private, 3 intermediate affordable and 3 social rented units.

Proposal includes the re-provision of a public house on the ground floor.

PLOT 2: FORMER ONE STOP SHOP



Phase 1
24 replacement homes including 18 social rented and 6 leaseholder units.

Proposal includes improvements to the open space around this building and the provision of an A1 or commercial unit of 162m².

PLOT 9: ST BEDE'S MEWS



Phase 1
3 replacement homes, including a 1 bedroom wheelchair unit.

Proposal includes landscape improvements to the area around the building.

PLOT 3: VARDELL STREET CORNER



Phase 1
8 replacement homes, including a 1 leaseholder and 7 social rented units.

Proposal includes improvements to the communal garden around this building and also the public realm on the street edge.

PLOT 6: CAPE OF GOOD HOPE



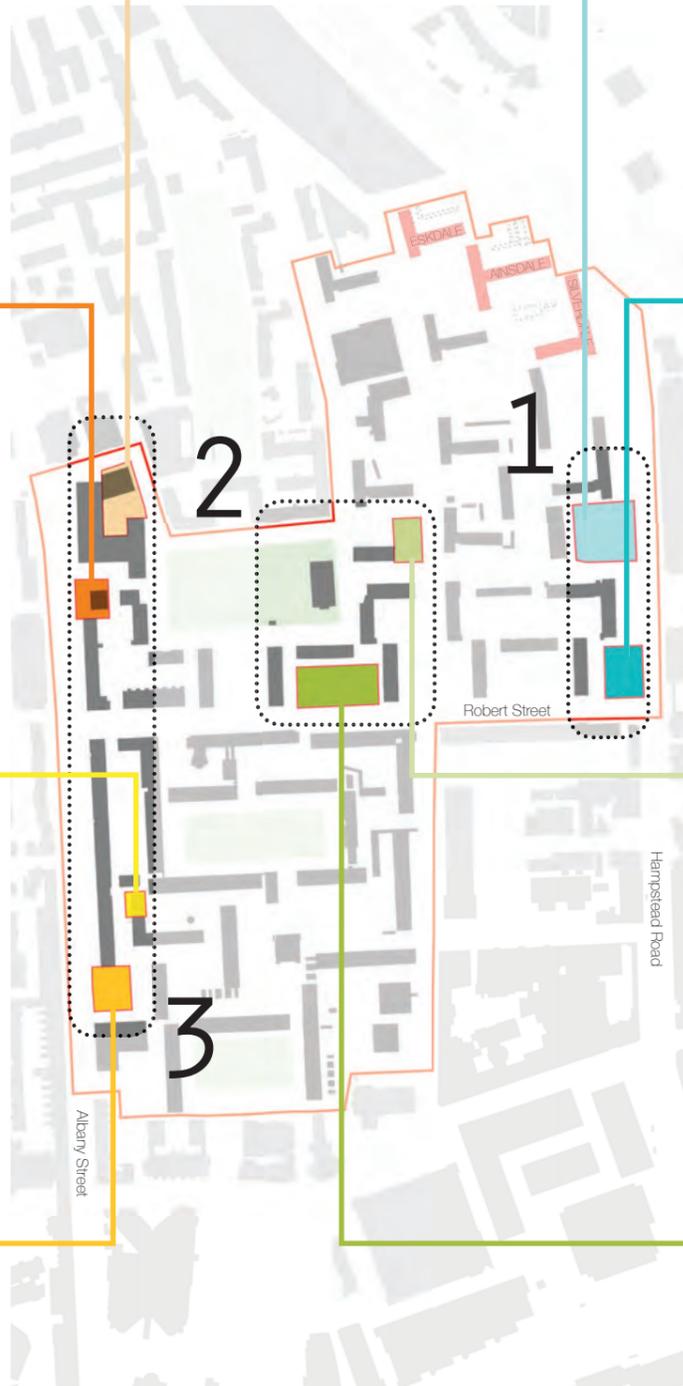
Phase 1
15 replacement homes, including 3 social rented and 12 leaseholder units.

PLOT 1: ROBERT STREET CAR PARK



Phase 1
13 replacement homes, including 8 social rented and 5 leaseholder units.

Proposal includes improvements to the public open space around this building and the provision of a 334m² community hall to replace the existing Dick Collins Hall.



Area 1: Hampstead Road Sites
Area 2: Estate Interior Sites
Area 3: Albany Road Sites

Area 1: Hampstead Road

A key artery within Camden



Plot 4: Newlands Plot



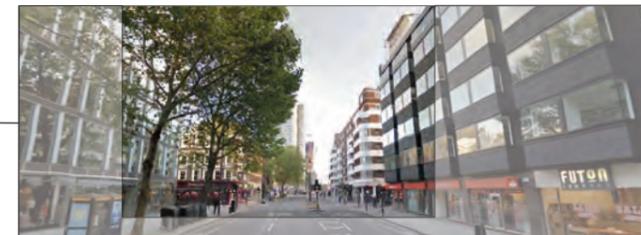
- Surrounding buildings
- 1 Storey
- 2 Storey
- 3 Storey
- 4-6 Storeys
- 7-11 Storeys
- Tower Blocks

This page shows our urban assessment of Hampstead Road, Tottenham Court Road and Camden High Street to show building heights and street sections.

Apart from where the road crosses an intersection, the street sections are relatively enclosed with building edges at the back of pavements and storey heights of predominantly 4-6 levels. This is only broken by the odd pocket park or square and also the two sites within the Regent's Park Estate.



Plot 2: Former One Stop Shop



Housing estates within London are often unique parts of city that have a unique variety of roles to play. While they must provide homes to individuals and a sense of community to the neighbourhood, they must also integrate with dense, busy and often commercially focused places. They are also often places for robust, higher rise and mixed-use buildings.

Regent's Park Estate is one of these types of environments but with the added complication of the proposed wide-scale redevelopment to Euston to accommodate HS2 which will take many years to complete.

Regents Park Estate sits in part of the city where small scale permeability is significantly restricted. The 400 acre Regents Park is located to the west, Euston station and it's associated rail lines to the east and north and the 6 lane Euston Road runs just beyond the southern boundary.

The major route running through the area is the north-south Hampstead Road. This takes the greatest volume of traffic including a number of bus routes linking Central London to Camden, Kentish Town and beyond. Albany Street is another key route but due to its accessibility at the top and bottom, does not have the same strategic role as Hampstead Road.

With two of the key sites in this project facing onto Hampstead Road, it is important to understand the make-up of this key artery and to use this analysis to inform the proposals for new residential buildings facing onto it. The sites here are currently undeveloped and any change will therefore not only affect the estate and its residents, but also Hampstead Road and all those using this route when connecting into and out of the city. To the north, Hampstead Road runs into Camden High Street, and to the south, Tottenham Court Road.

Tottenham Court Road is consistent in its urban grain (see plan on previous page). The building storeys are generally 6+1, there is a continuous street width of about 25m (façade to façade), all façades are placed at the back of the pavement and the ground floors accommodate active uses such as shops, cafés and restaurants. The overall street pattern is rhythmic and regular with short blocks and narrower ancillary streets opening onto it.

To the north Camden High Street is slightly narrower at approximately 19m (façade to façade), with building storeys generally at 3 and 4 storeys. The urban grain is dense and

regular and with larger block sizes and a continuous building edge along the street. Ground floors are also active with mainly commercial, retail and restaurant uses.

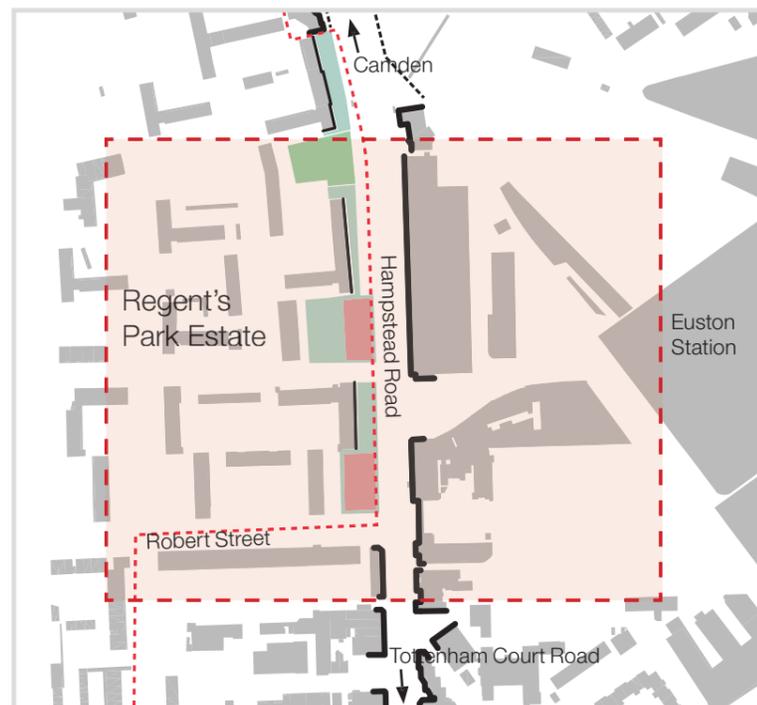
Hampstead Road, in the middle as it passes the Regents Park Estate, is far more varied, with more significant difference in building heights, pattern of building footprint to open space, active and inactive ground floor building uses and upper floor uses. It doesn't have a consistent typology in the same way that Tottenham Court Road or Camden High street do, but instead is defined by its variety and differences. The area directly around the HS2 housing replacement sites does not feel successful as a central London street, especially because the Regents Park Estate blocks step back from the street edge, leaving underutilised open spaces on the street edge.

Proposals should therefore, act to reform the street when it is broken and provide activity where the edges are dead. The current lack of frontage along Hampstead Road will feel even more apparent should the HS2 proposal go ahead and include the forecourt to the Euston Station West entrance, positioned on the opposite side of the road (see plans opposite). With this in place the reinforcement of the street edge at this specific point on Hampstead Road is even more crucial and the design proposals should seek to address this as a wider area placemaking issue.

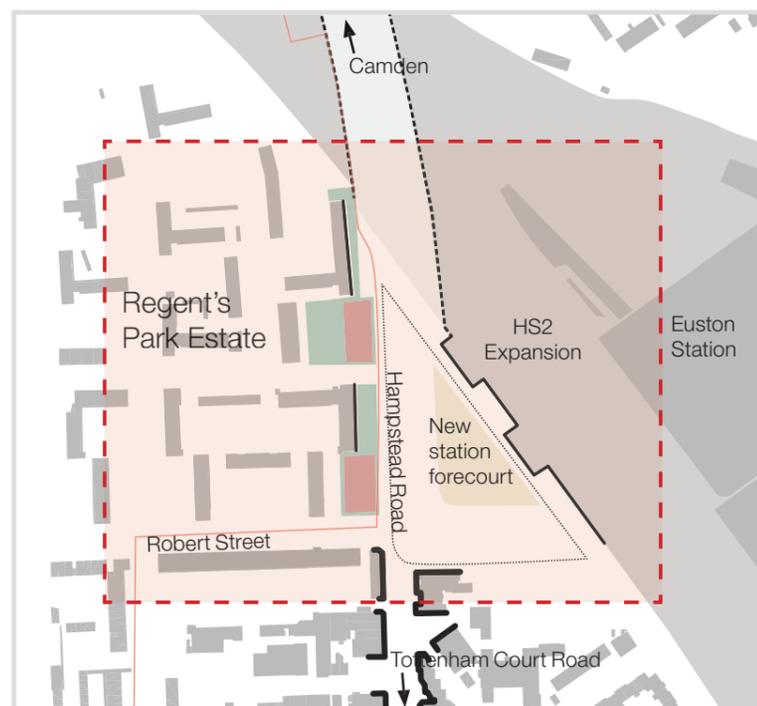
What does this tell us?

- **Developments should have a strong street edge**
- **The buildings should be robust to respond to potential HS2 development**
- **The street can cope with height**
- **Active frontages should be provided**
- **Hampstead Road has an eclectic mix of edges, heights and massing but any additional built form along this route should help to reform the street section and give some buffer to the existing estate from HS2 and the new Euston Station**

Diagram showing the pattern of street frontages and gaps along Hampstead Road



Hampstead Road - Urban Analysis, Existing



Hampstead Road - Urban Analysis, with HS2 Proposals

In the existing context the street section is well defined on the east, with a relatively continuous building edge at the back of the pavement. The west side is broken with stepped back façades or open spaces.

Should the buildings to the East of Hampstead Road be demolished for the new HS2 rail lines and station, this will leave a very open street section without buildings edges to define this significant route through Camden. The plots will therefore have a more critical place-making role in establishing an active and formal street environment that would be expected in this Zone 1, transport-hub location.

Area 2: Inner Estate

A mix of building styles + urban spaces

Regent's Park Estate is made up of buildings and urban layouts iconic to the late 1950s and 1960s residential architecture style. The bold, and in some ways brutalist, architecture presents a sharp contrast between the built form and open space and there are few thresholds to graduate between private and public space.

Small scale infill development opportunities could help to bring a more human scale to the street but shouldn't detract from the simplicity in form and posture of the buildings within the estate.

Buildings within the heart of the estate create strong rhythms and patterns of buildings and spaces (see page 28). These make the estate unique and give its identity. Any neighbouring development proposals should be sensitive to this context.



Above: Estate plan of the northern half of Regent's Park Estate, showing landscaping and the residential blocks, from June 1965.



View over Harrington Street facing south-east towards Robert Street



The shops on the west side of Robert Street



Residential blocks on Stanhope Street



View looking north east to The Combe Tower with Stanhope Street beyond