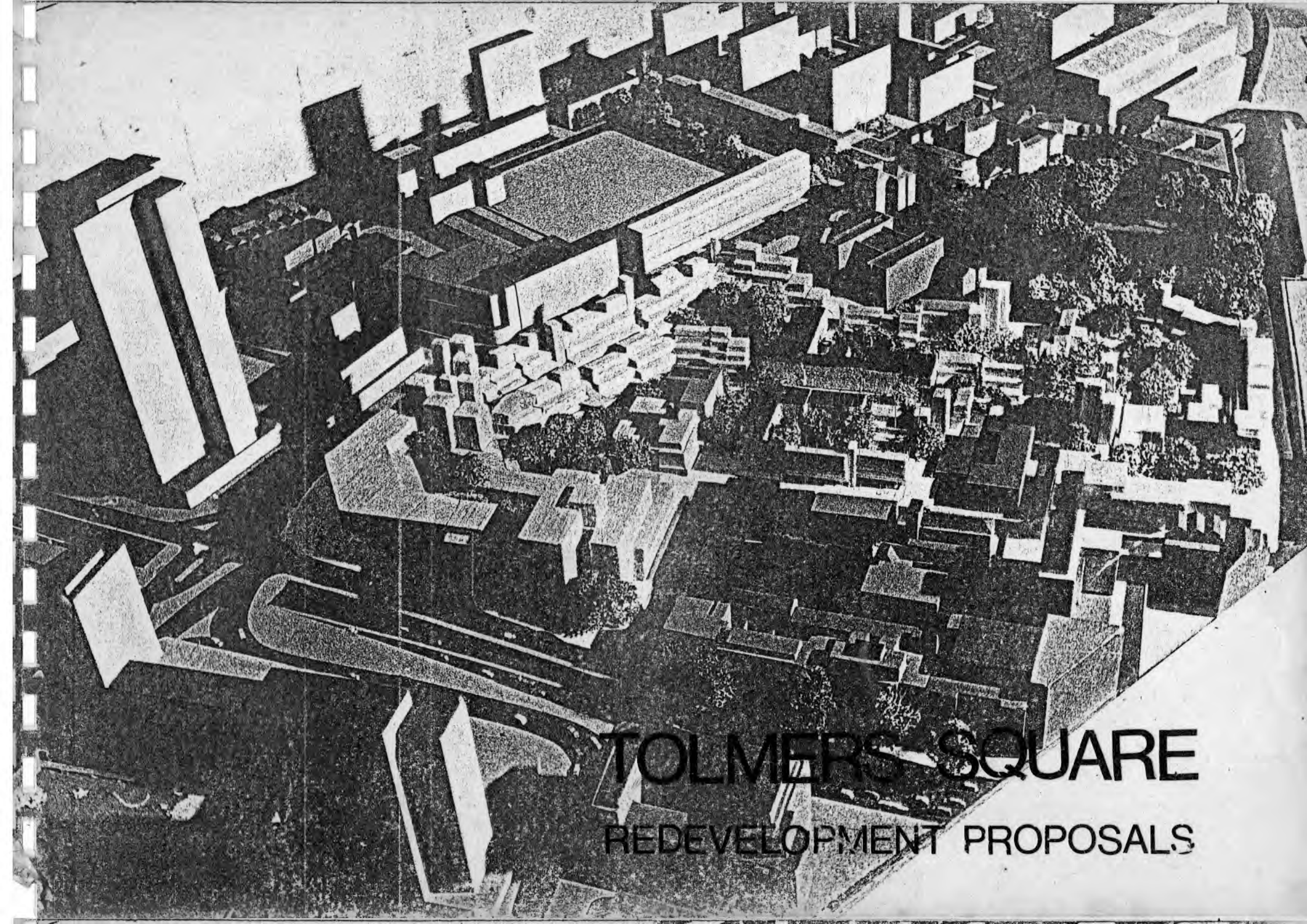




TOLMERS SQUARE

REDEVELOPMENT PROPOSALS

TOLMERS SQUARE REDEVELOPMENT PROPOSALS

SECTION 1	Infrastructure
A	Introduction
B	Site
C	Communications
D	Existing residential/commercial location

SECTION 2	Urban Strategy
E	Design Aims
F	Solution
G	Retained Buildings
H	Phasing
I	Schedule of Accommodation

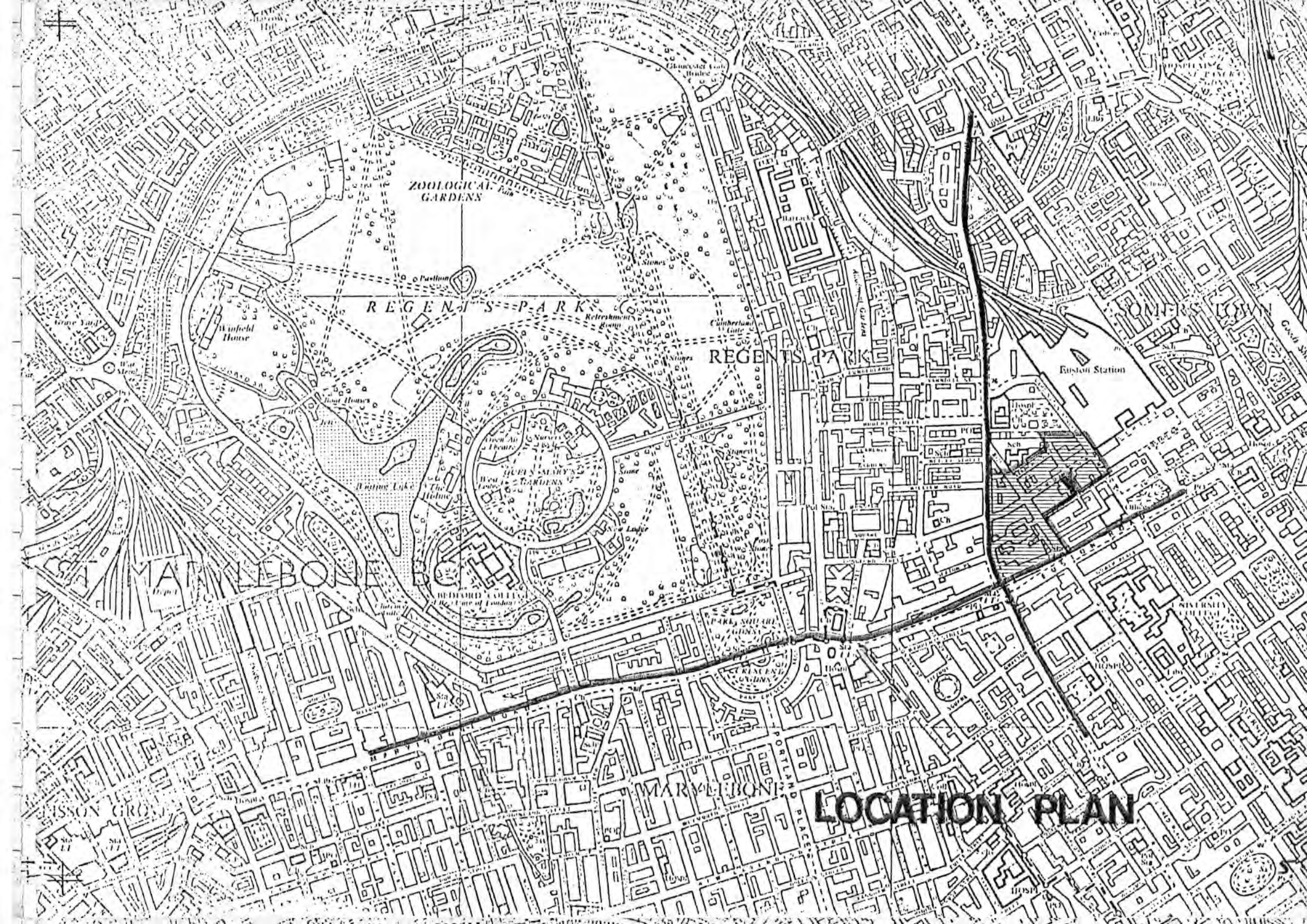
SECTION 3	Housing Study
J	Housing Strategy
K	Housing Content
L	Type Plans

SECTION 4	Appendices
M	Ground Conditions
N	District Heating

SECTION 1 Infrastructure

A INTRODUCTION

The total area for redevelopment is situated in the North East corner formed by the junction of Hampstead Road with Euston Road. It is proposed that the site be developed in two sections of primarily differing uses. Section 1 is bounded by Hampstead Road, Euston Road, North Gower Street and Tolmers Square (along the line of Euston Street) and is to be developed largely for office and commercial use. The remainder of the site, Section 2 is to be developed largely for residential purposes.



ZOOLOGICAL GARDENS

REGENT'S PARK

REGENT'S PARK

Regent Station

LOCATION PLAN

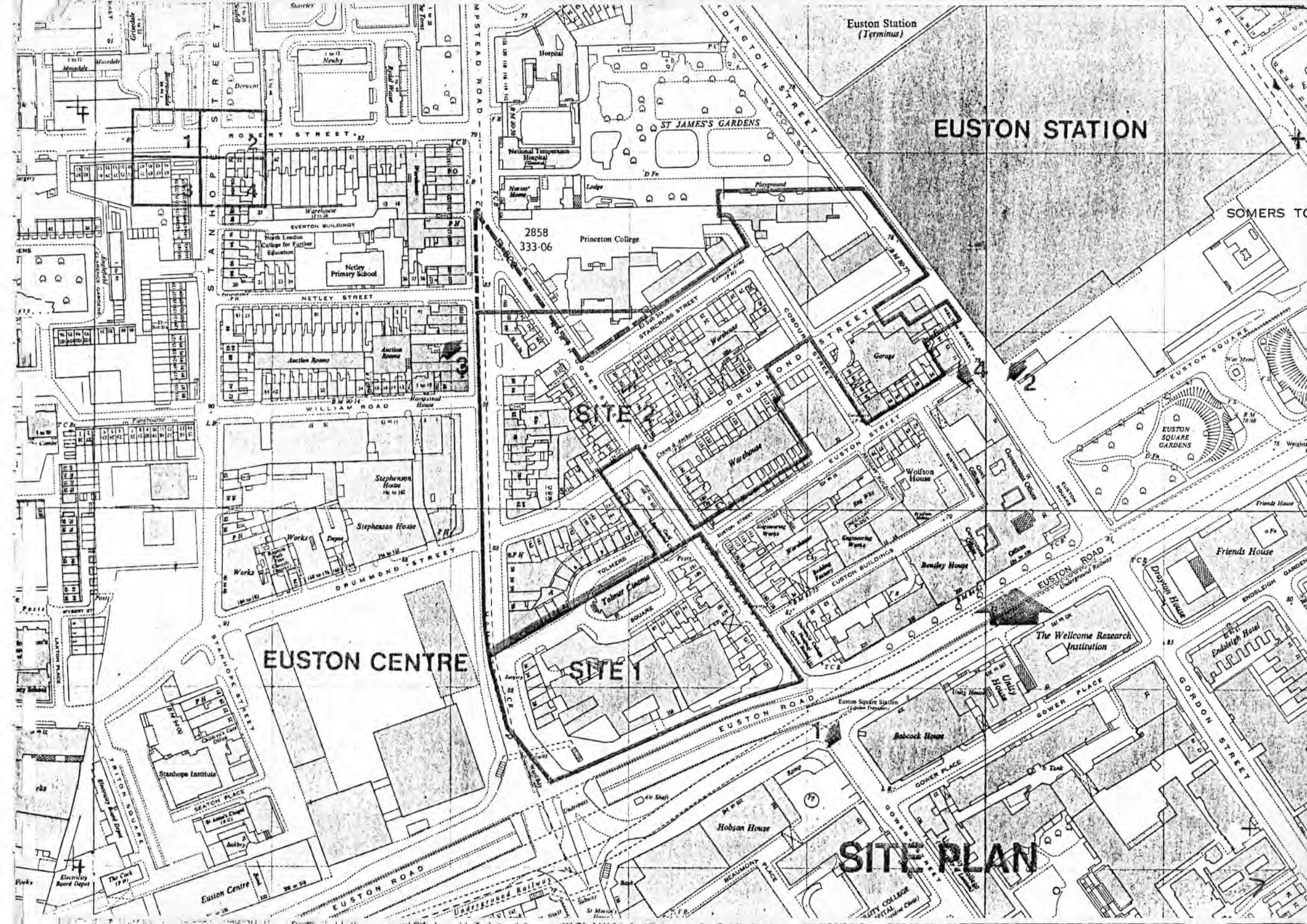
B SITE I

- 1 Section 1 is located immediately North East of the junction of Hampstead Road and Euston Road with Tolmers Square and North Gower Street as its North and East boundaries.
- 2 There are no buildings on this section of the site either listed as of architectural importance or on consultation lists.
- 3 It is proposed that the entire 2.62 acres be developed for office and commercial use and reference should be made to the separate feasibility study for this area which describes a scheme providing the following areas :-

250,000 sq ft of office area

120,000 sq ft of commercial accommodation, and

120 car parking spaces.



Euston Station
(Terminus)

EUSTON STATION

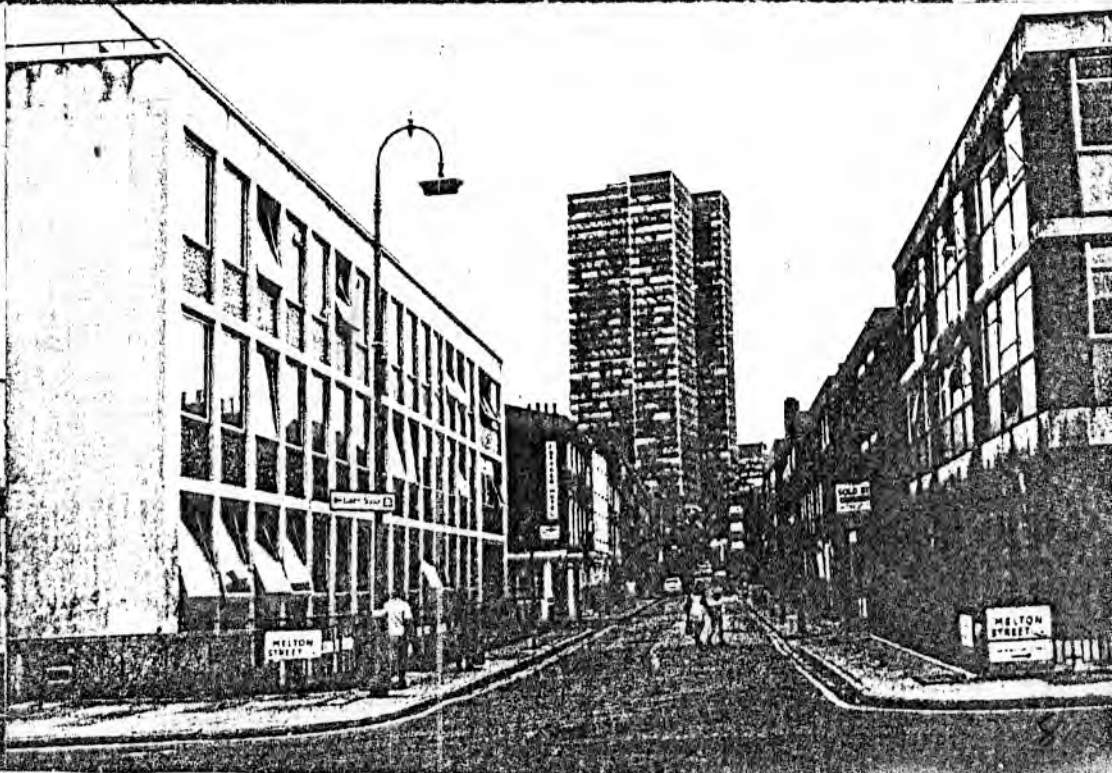
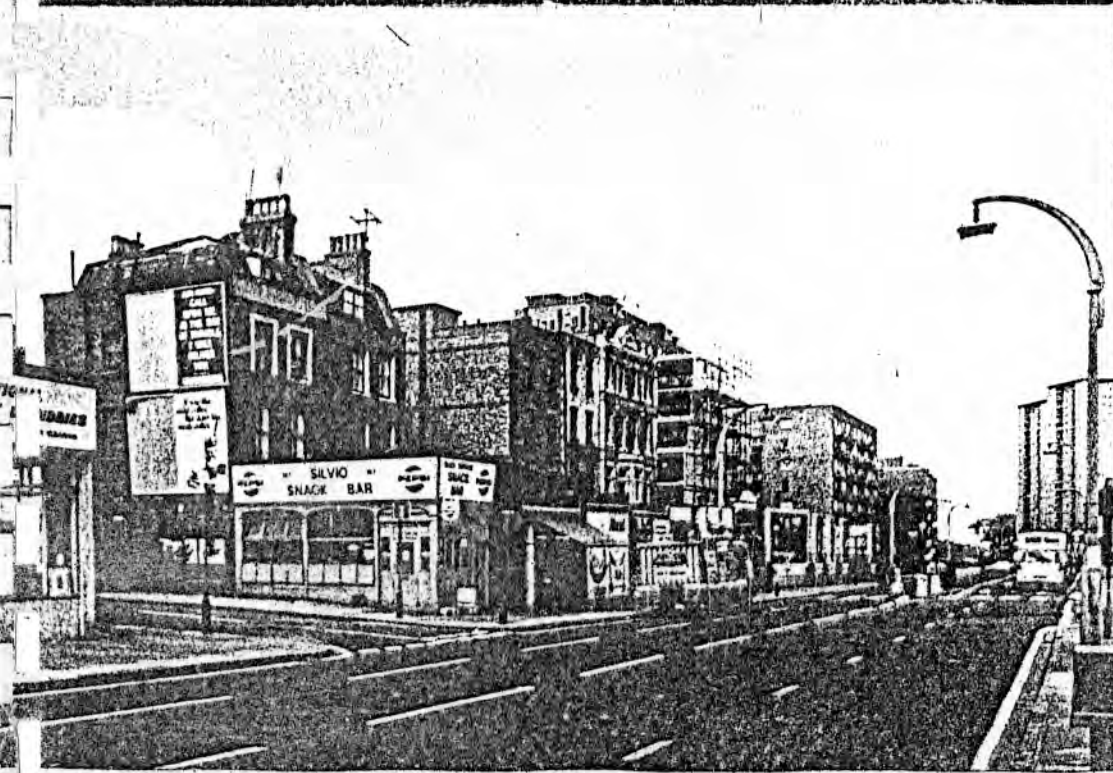
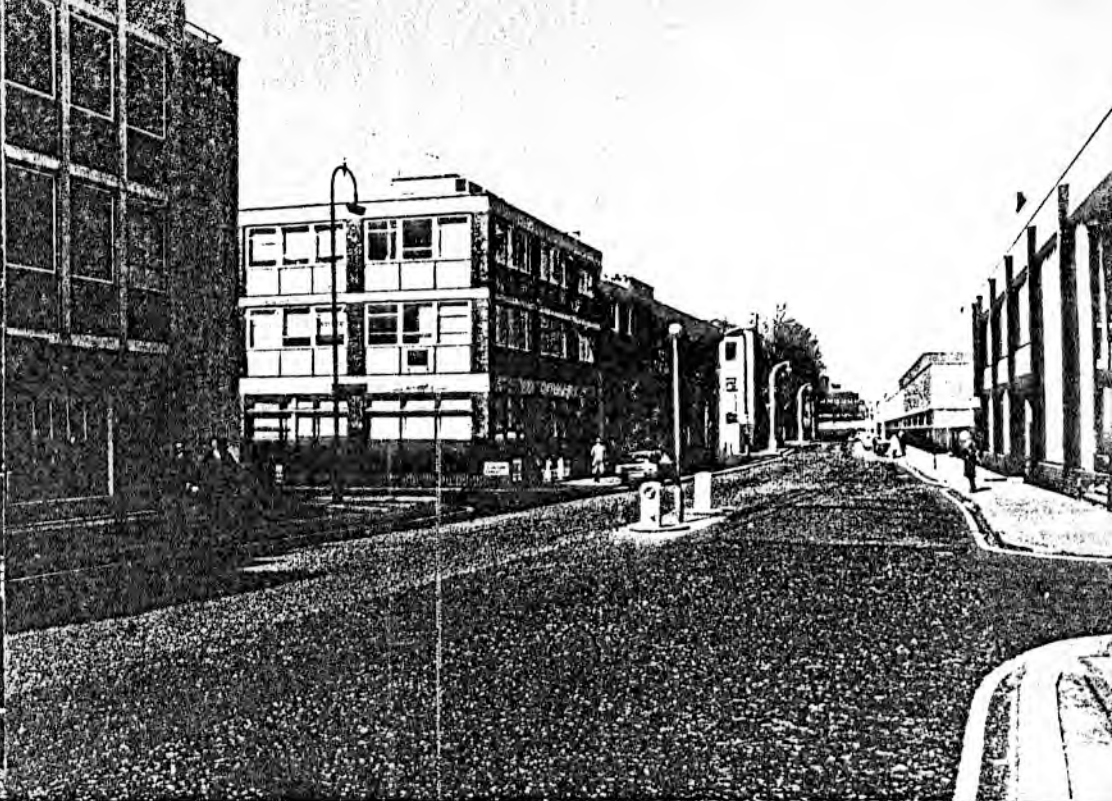
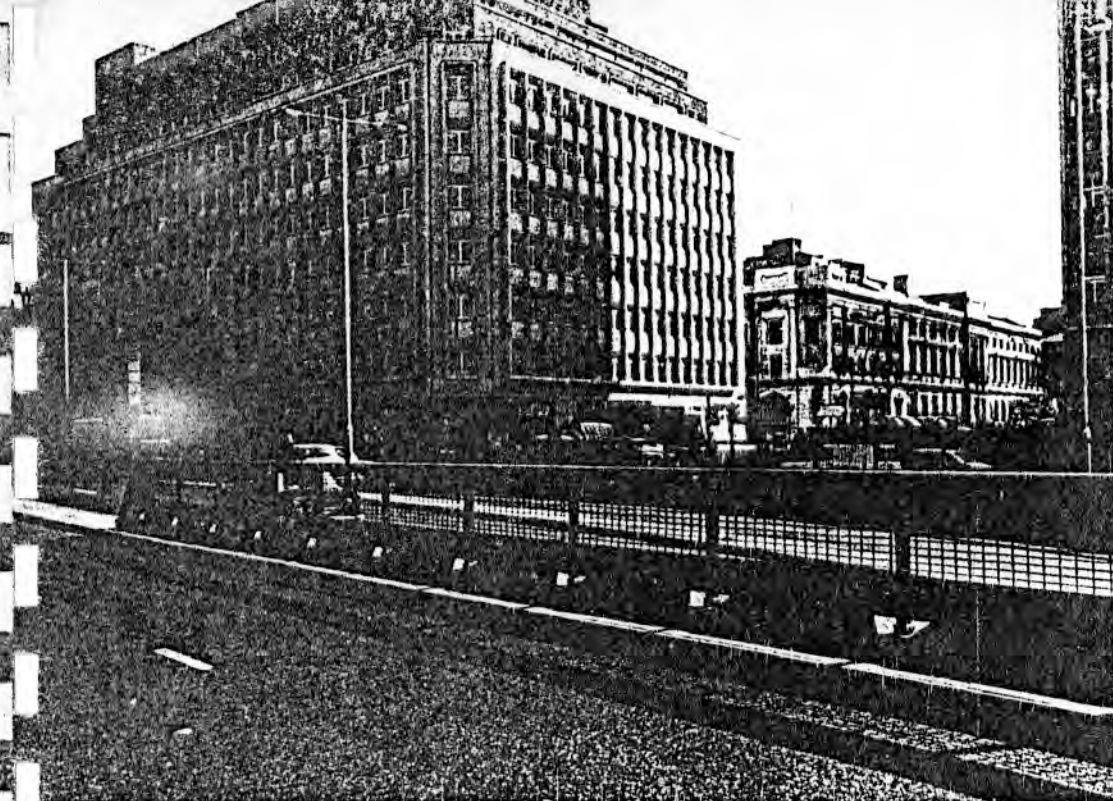
SOMERS TO

SITE 2

SITE 1

EUSTON CENTRE

SITE PLAN



SITE II

- 1 This site is situated to the North of Section 1 and is bounded by Hampstead Road, Tolmers Square and Euston Street, Cardington Street, St James' Gardens and the St Aloysius School. It is proposed that these 8.58 acres be developed to provide residential accommodation to the zone density of 200 ppa with additional commercial and shopping facilities.
- 2 There are no buildings listed of architectural importance, although Nos 174-178 North Gower Street are on a consultation list.
- 3 Sites excluded from the development area are as follows :-
 - a) London Transport's building at the corner of Melton Street and Drummond Street
 - b) London Transport's Control Centre at the corner of Euston Street and Coburg Street
 - c) Cecil Residential Club and the Transport and General Workers Union building in North Gower Street

It is assumed that the British Rail site bounded by Cardington Street, Drummond Street, Coburg Street and St James' Gardens will become available. The advantages of land exchanges with the ILEA for part of the site of St Aloysius School will be appreciable and it is recommended that these be effected.



Euston Station
(Terminus)

CAMDEN TOWN

CLINIC DAY
NURSERY

EUSTON
STATION

REGENT'S PARK

EUSTON
CENTRE

UNIVERSITY
PRECINCT

PLAY CENTRE

Underground

Bus Stop

Subway

Main Routes

Public Open Space

INFRASTRUCTURE



Euston Station
(Terminus)

CAMDEN TOWN

CLINIC DAY
NURSERY

EUSTON
STATION

REGENT'S PARK

LAMPSTEAD ROAD

Princeton College

EUSTON
CENTRE

EUSTON ROAD

UNIVERSITY
PRECINCT

PLAY CENTRE

The Wellcome Research
Institution

Underground

Bus Stop

Subway

Main Routes

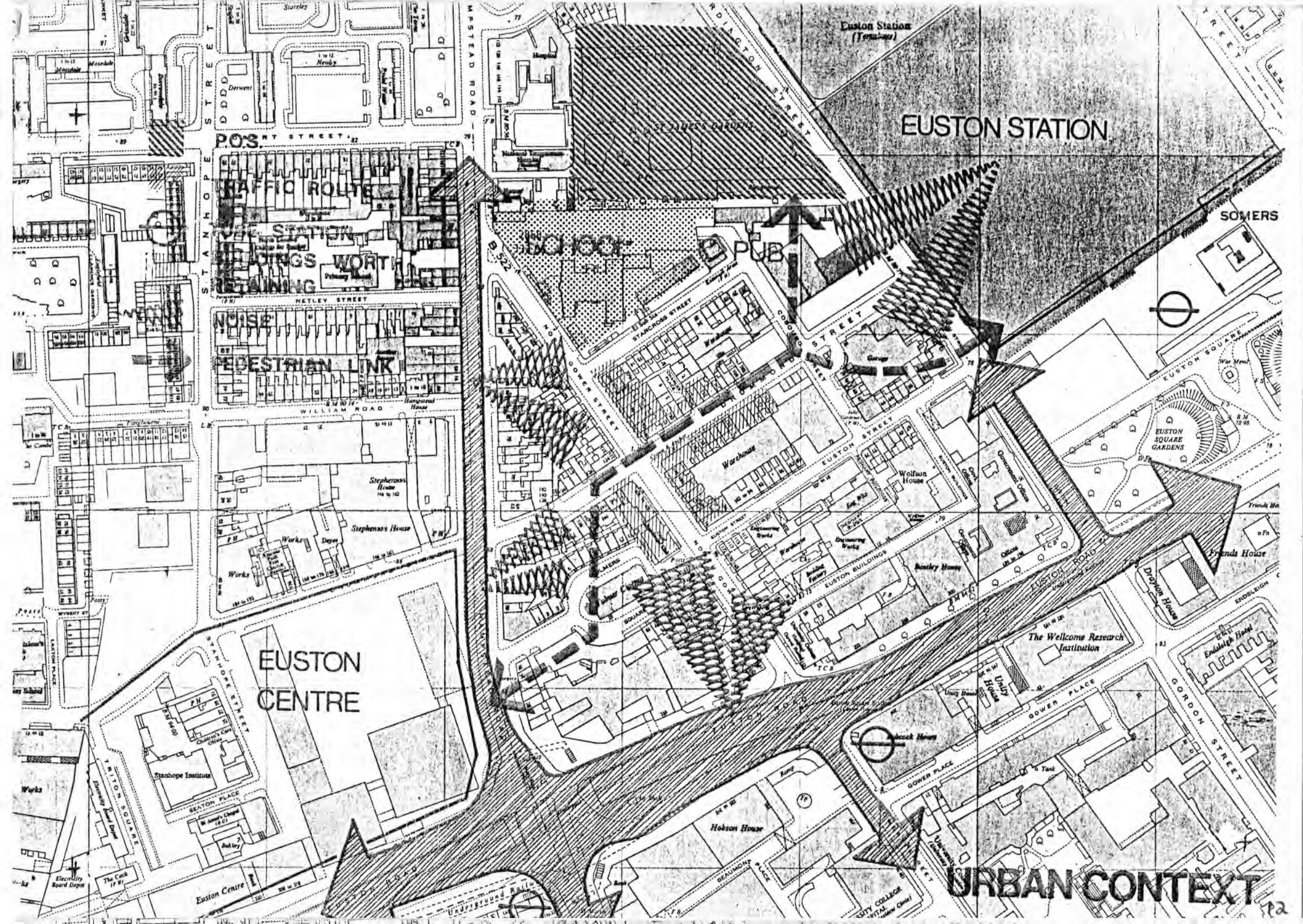
Public Open Space

INFRASTRUCTURE

C COMMUNICATIONS

The site is isolated from the surrounding area by the restrictions imposed by Hampstead Road, Euston Road and Euston Station. These present considerable barriers to pedestrian access to the site and limitations to the vehicular circulation through it.

The GLC intend widening Hampstead Road to accommodate 3 lanes of traffic in each direction. St James' Garden has an important function in that it is one of the few areas of public open space of any size in this area and offers pleasant facilities to both the residents and work-people of the surrounding area. Public Transport links serving the site are good, with bus services running along Hampstead Road and Euston Road and three underground stations in close proximity along Euston Road.



EUSTON STATION

SOMERS

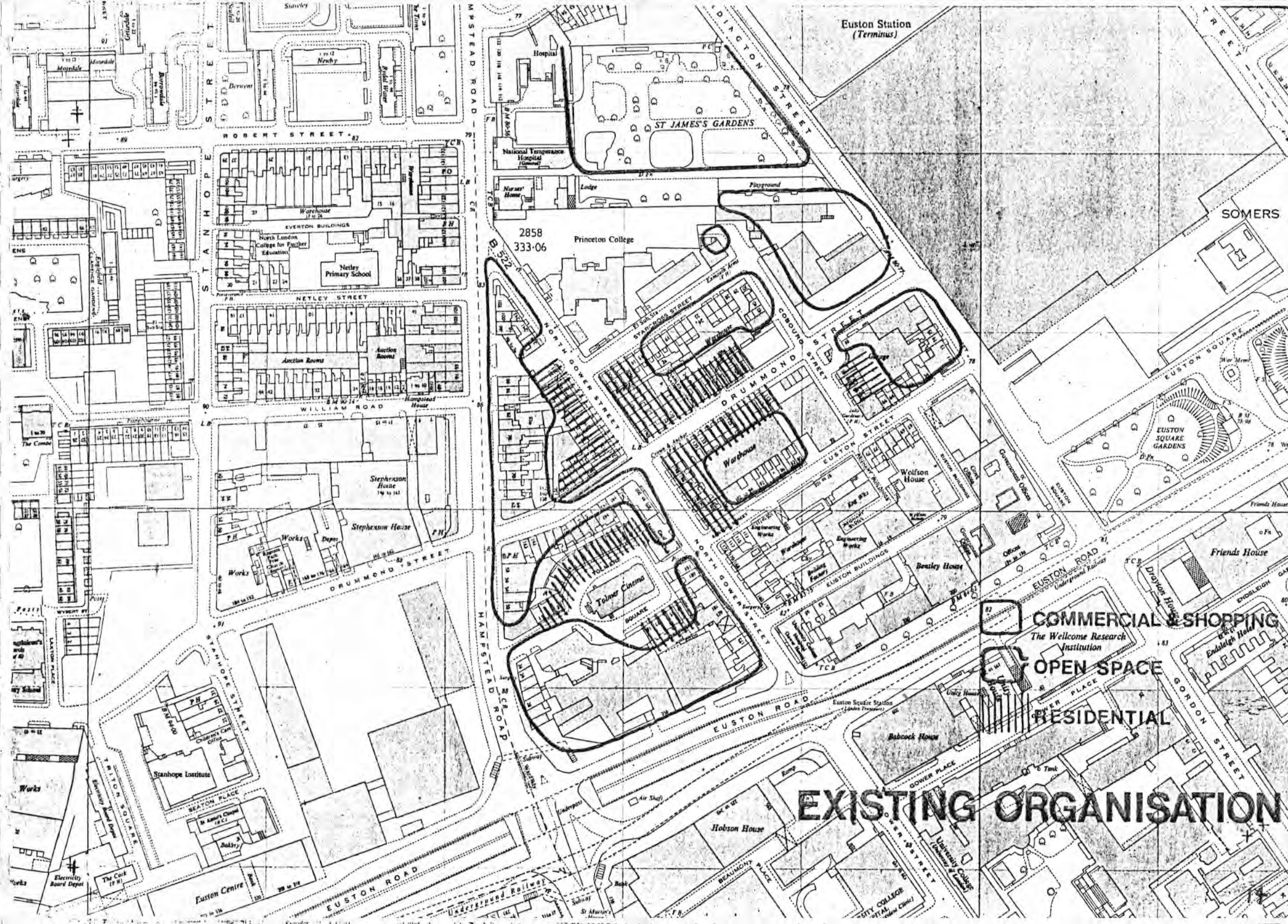
EUSTON CENTRE

URBAN CONTEXT

D EXISTING RESIDENTIAL/COMMERCIAL LOCATION

The existing site functions are organised around the residential/shopping units along Drummond Street and part of North Gower Street. Other pockets of residential accommodation are on the North and East of Tolmers Square and to the East of the London Transport Control Centre in Coburg Street. The remainder of the site is infilled with commercial accommodation in converted premises or as in some cases in purpose built warehouses and factories which extend back from the street frontage to fill the street block.

A few of the shops are required to serve the small residential population of the site. The emphasis appears to be on small scale businesses providing specialised catering and commercial services to the West End and City.



Euston Station
(Terminus)

SOMERS

2858
333-06 Princeton College

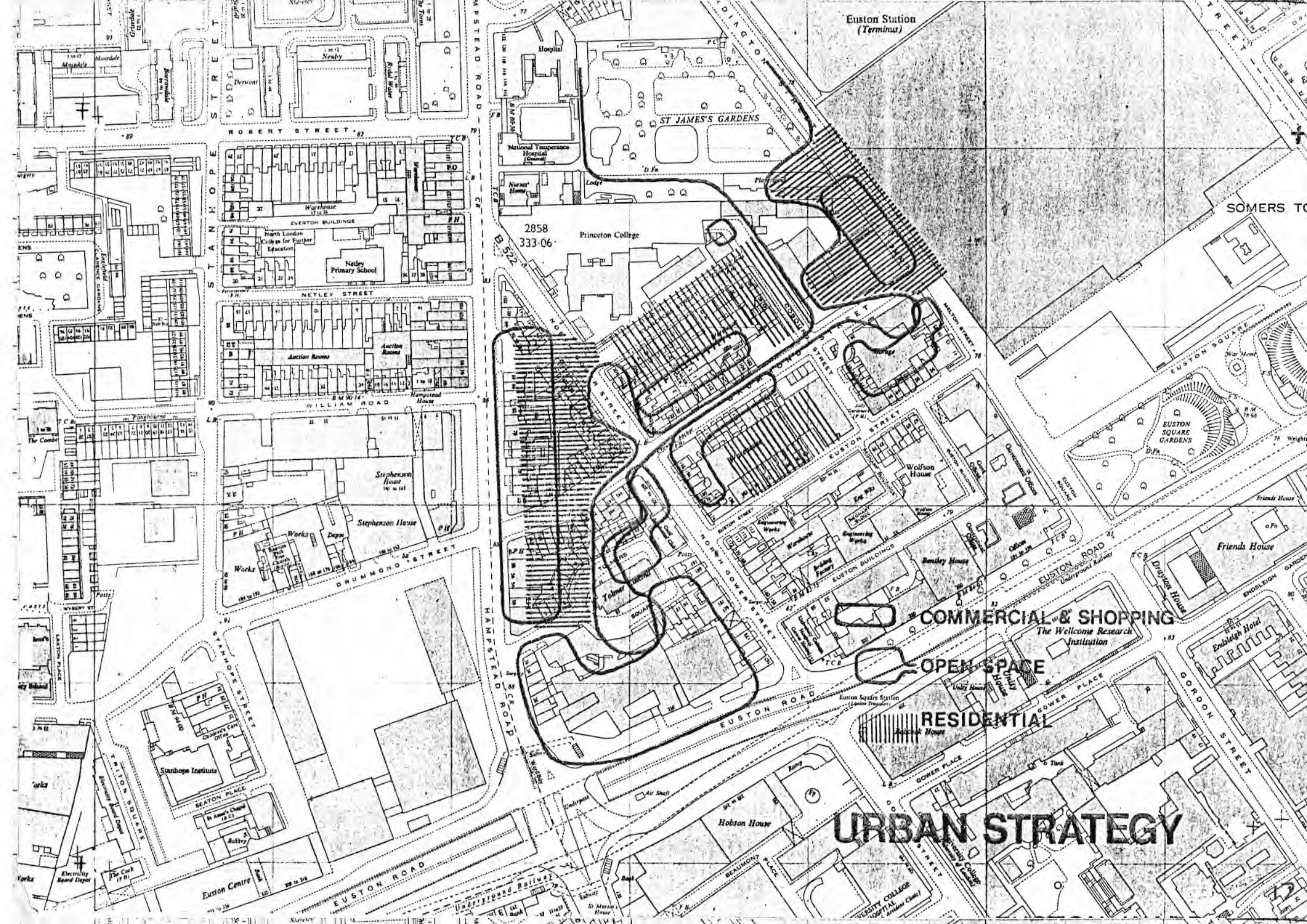
COMMERCIAL & SHOPPING
The Wellcome Research
Institution
OPEN SPACE
RESIDENTIAL

EXISTING ORGANISATION

SECTION 2 Urban Strategy

E DESIGN AIMS

- 1 To maintain as far as possible the character of the area through careful 'knitting' of new and old buildings and by preserving present uses, involving the retention of existing fabric where feasible.
- 2 To screen residential facilities from the noise of Hampstead Road and Euston Station.
- 3 To provide pedestrian routes across the site linking the commercial areas to the South and West with St James' Gardens.
- 4 To re-introduce an environmental balance between the conflicting demands of the intense commercial development surrounding with the new residential community, through careful integration of private, and public spaces.
- 5 To limit vehicular access and so protect public spaces.



Euston Station
(Terminus)

ST JAMES'S GARDENS

Princeton College

2858
333-06

Netley Primary School

Auction Rooms

Stephenson House

Stephenson House

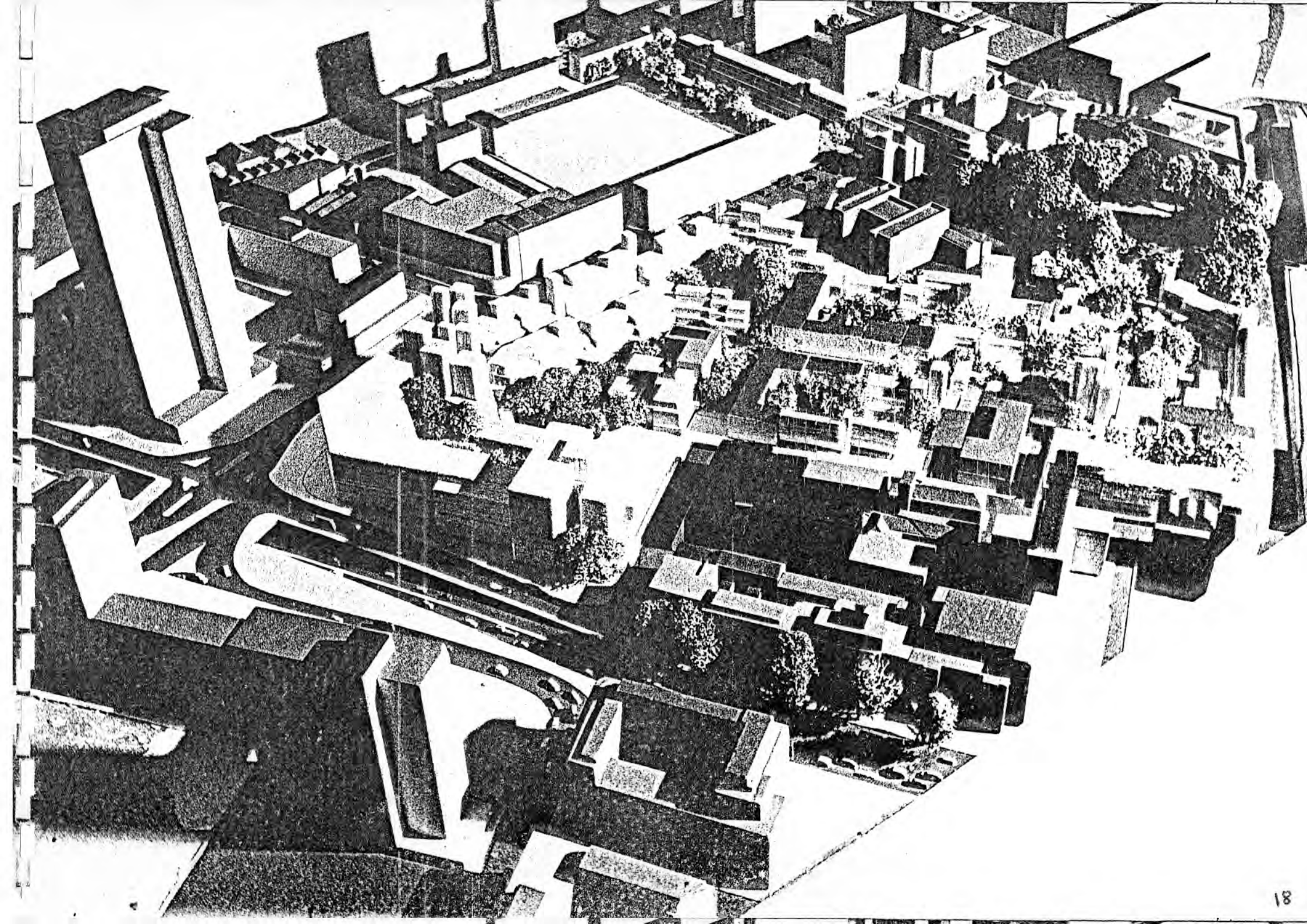
COMMERCIAL & SHOPPING

The Wellcome Research
Institution

OPEN SPACE

RESIDENTIAL

URBAN STRATEGY



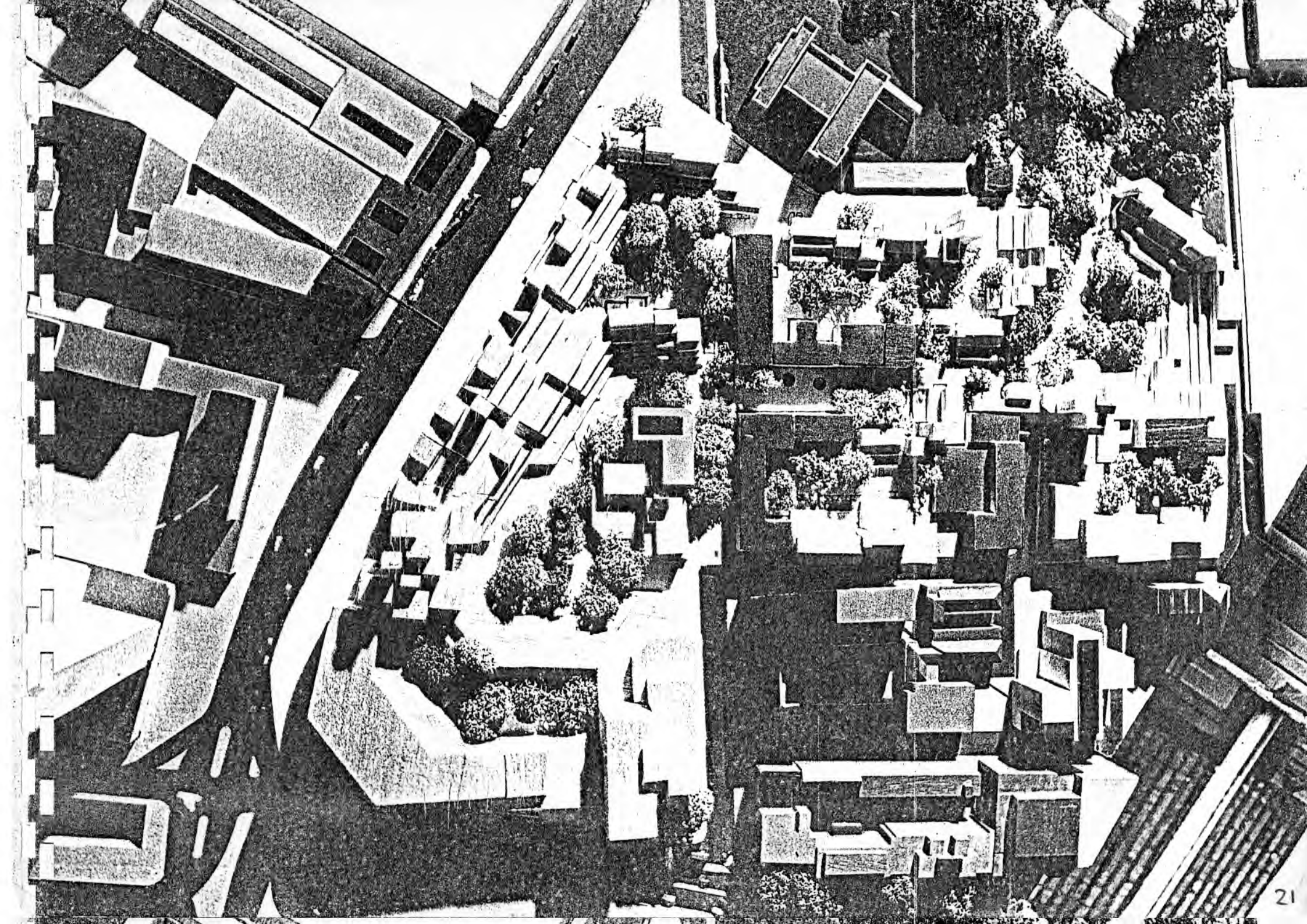
F SOLUTION

The scheme is orientated around the pedestrian/shopping route extending from the commercial development of the Euston Centre, across Hampstead Road through Section 1 and the retained buildings of North Gower Street and Drummond Street to the new public spaces linking north to St James' Gardens. The East and West boundaries are defined by medium rise developments. These accommodate the majority of the commercial facilities at their lower levels along Cardington Street and Hampstead Road with inward facing dwellings above stepping down to the pedestrian areas of the site. In this way it is intended to create a noise and environmental barrier and at the same time preserve the scale and character of surrounding developments. This has the benefit of reducing pressure on the interior of the site and permits a more flexible attitude towards the arrangement of dwellings and open spaces than would otherwise be feasible at a density of 200 pp/a. The shopping concourse is situated at the junction of Sections 1 and 2, which with careful manipulation of the scale of the two developments provides a strong integration of their contrasting forms.

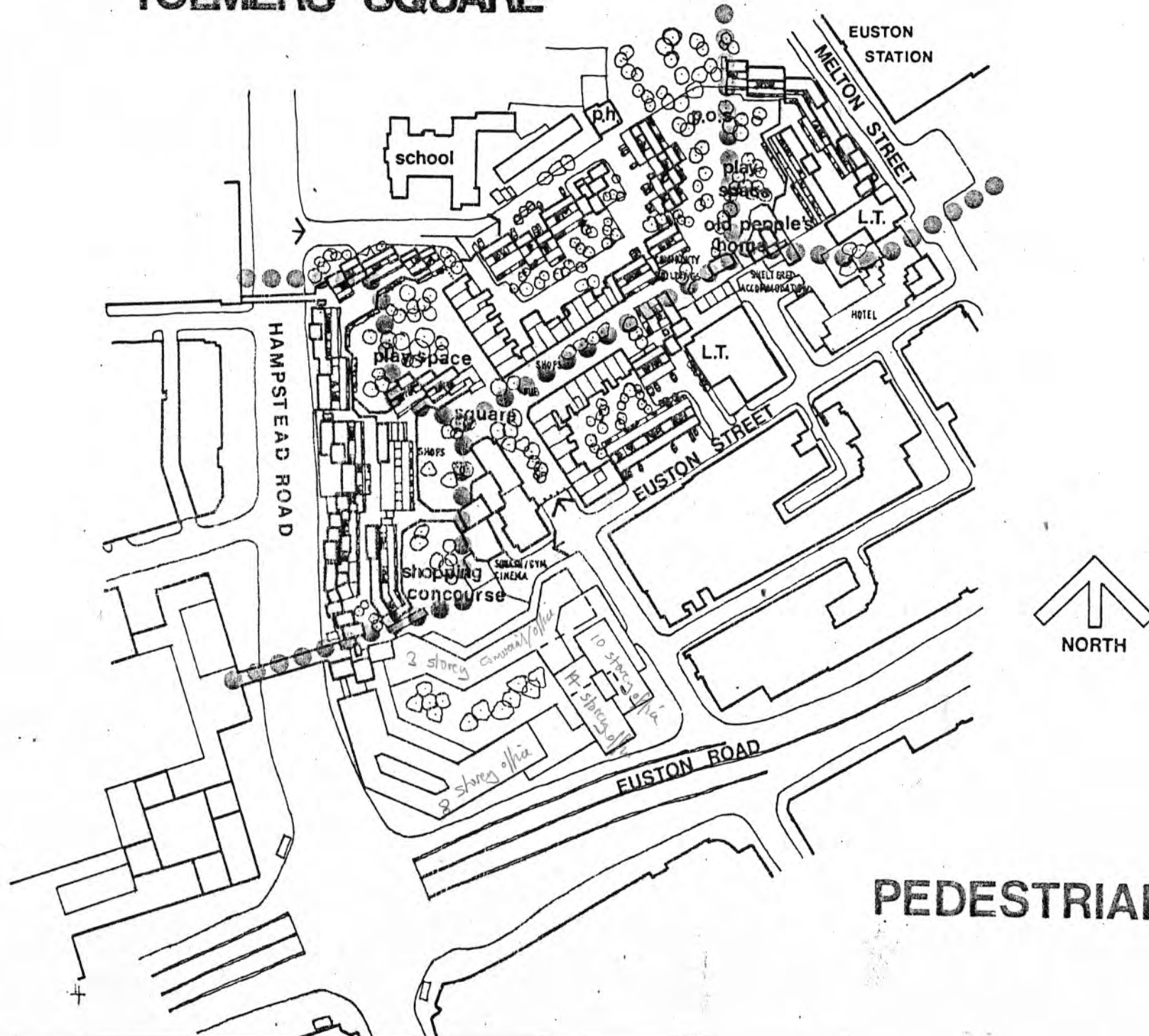
The shopping facilities extend along the main pedestrian route to link up with existing shops in Drummond Street. These will be enhanced by renovation and conversion of retained buildings and general 'townscape' improvements along the street. The retained buildings act as both a historical and environmental reference point, and define the scale of the development between North Gower Street and Coburg Street.

Development in this area consists of four and five storey blocks, enclosing 'hard and soft' public spaces, and is punctuated by small blocks of two person dwellings rising to eight and ten storeys. Social and community buildings are situated along the pedestrian route. These include a home for 40 elderly persons at the junction of the shopping street with the green space, which has views Northwards into St James' Gardens and Southwards to the activities around the hotel and to Euston Street. It is intended that the hotel of 250 beds be constructed at the junction of Melton Street with Euston Street in close proximity to the forecourt of Euston Station.

Parking for residents living adjacent to Hampstead Road and Cardington Street is in underground garages serviced by vertical circulation cores. Residents living in the lower blocks will use the facilities provided at ground level, adjacent to their dwellings.



TOLMERS SQUARE



PEDESTRIAN MOVEMENT

TOLMERS SQUARE



KEY



Shopping

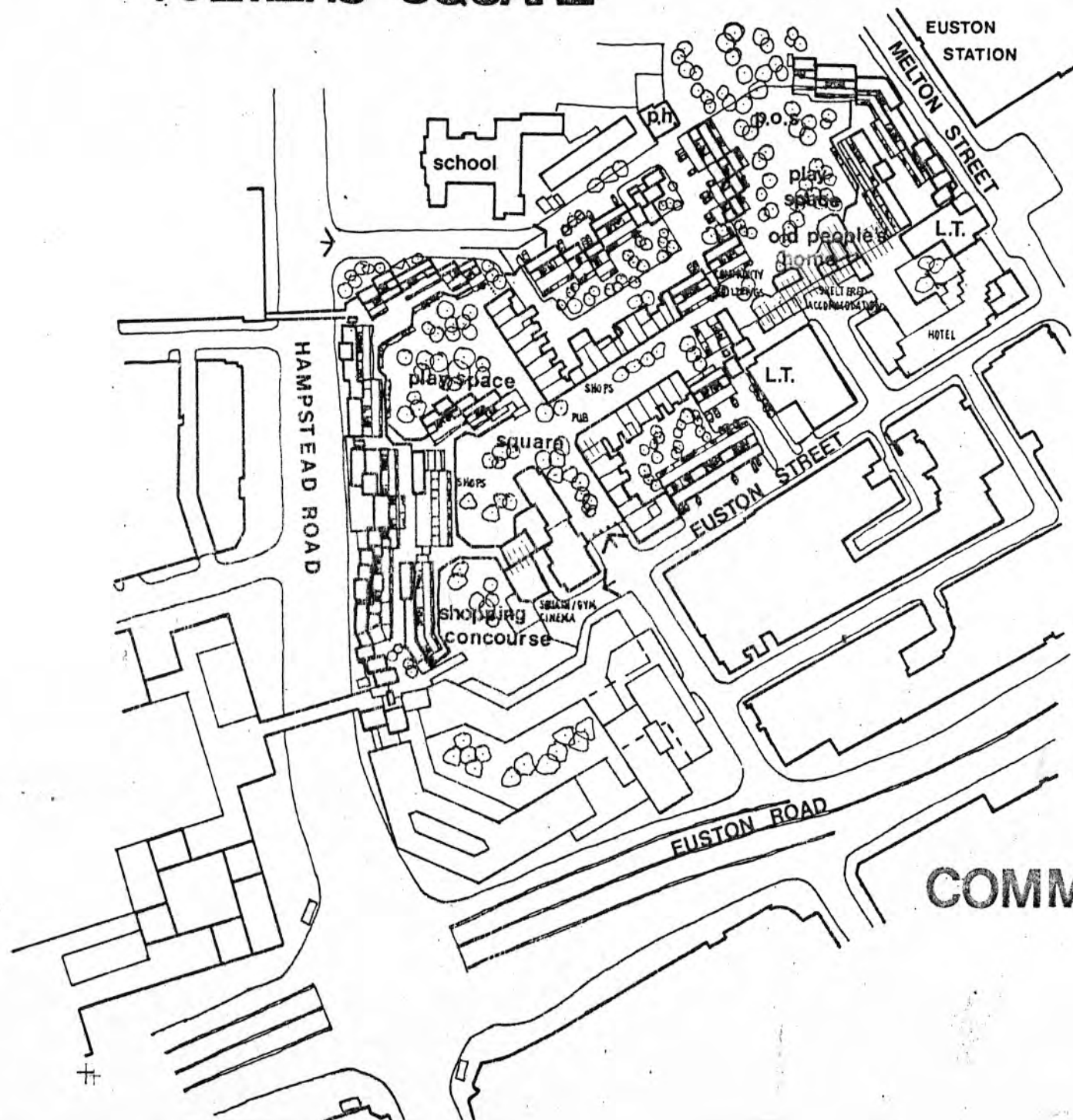


Commercial



SHOPPING AND COMMERCIAL

TOLMERS SQUARE



NORTH

 Community facilities

COMMUNITY FACILITIES

TOLMERS SQUARE



KEY



Parking



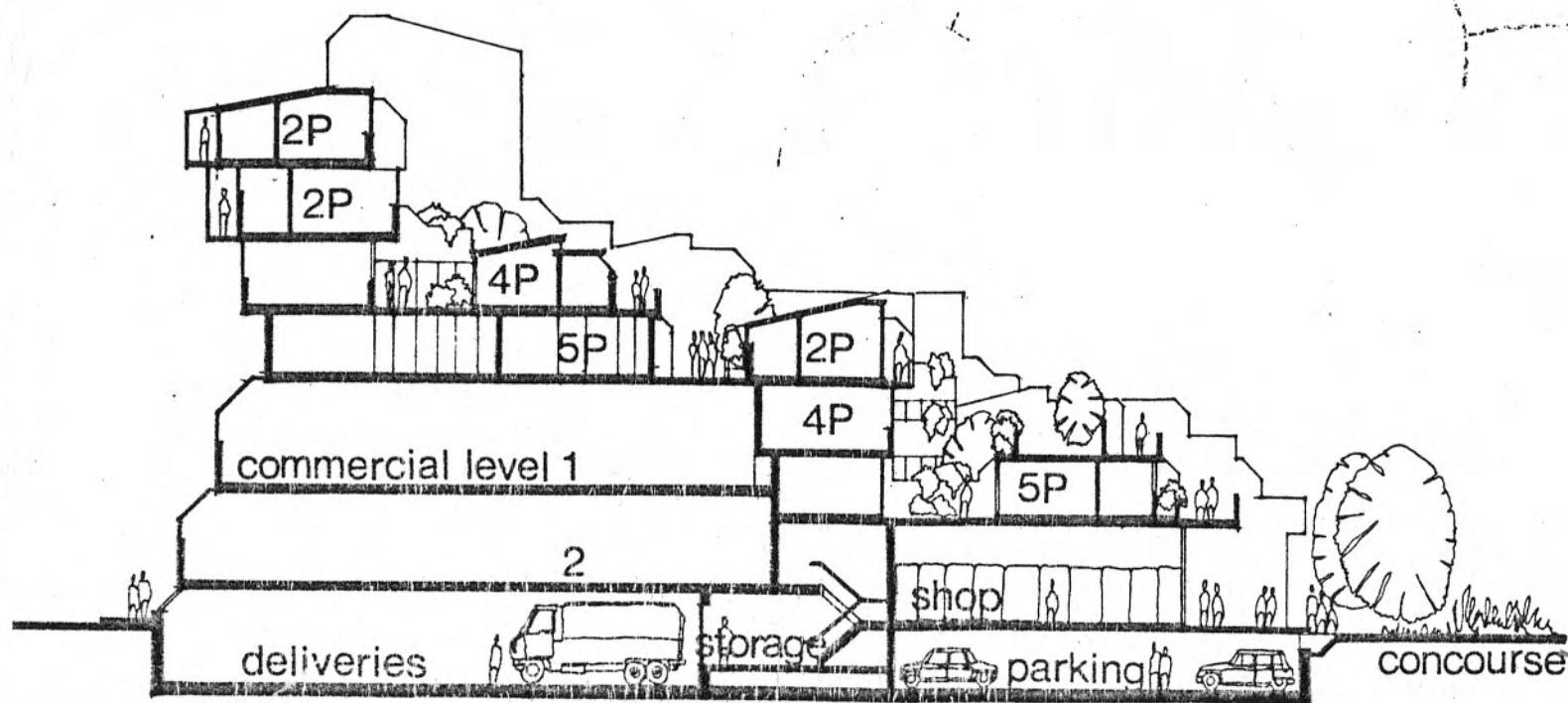
Road



Service Road

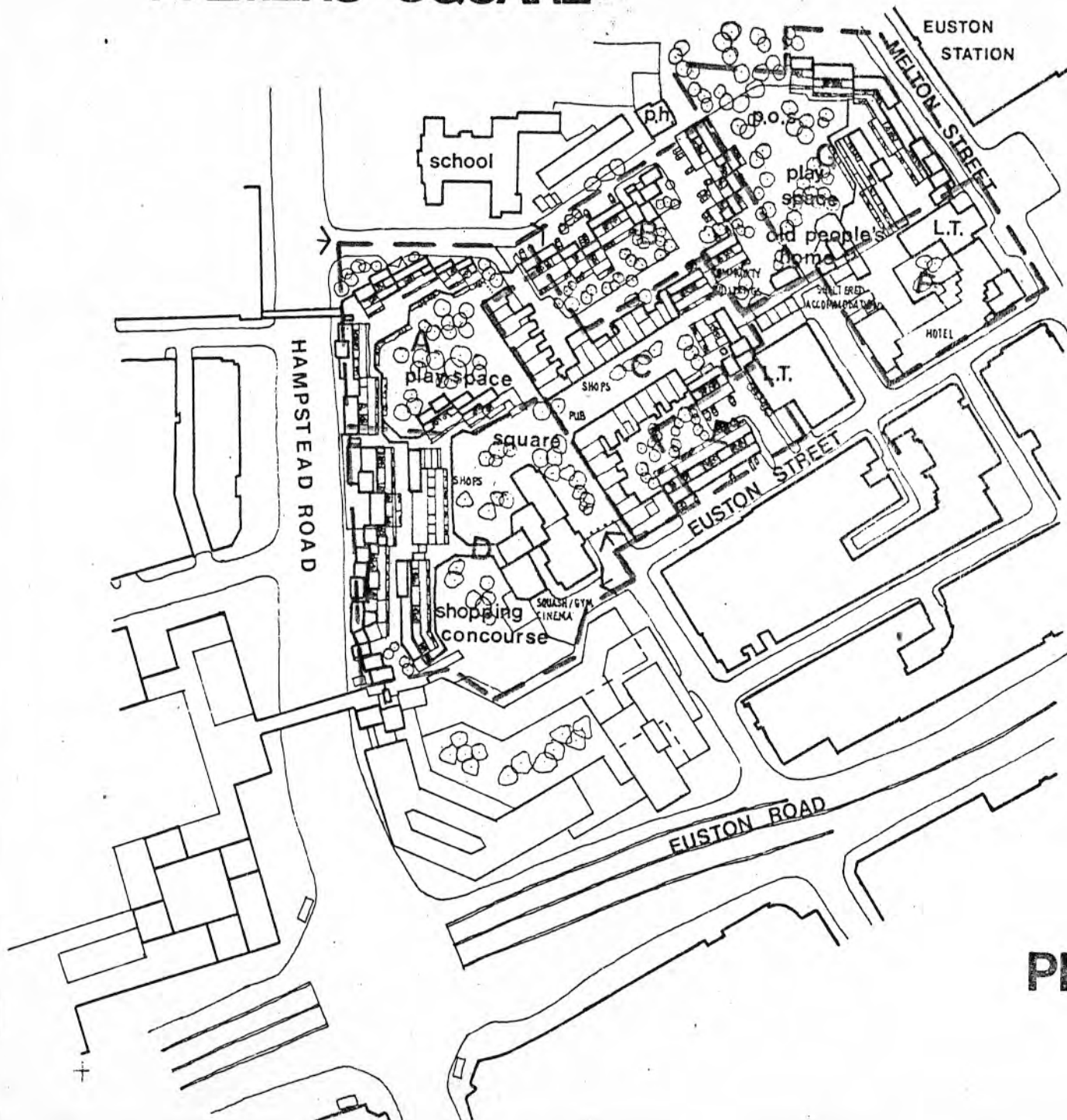


VEHICLES



SECTION 1
Hampstead Road boundary

TOLMERS SQUARE



PHASING DIAGRAM



H PHASING

To preserve the character of the site it is imperative that careful consideration be given to phasing and management at the development to ensure minimum disruption to existing occupants. The following parameters were considered important in achieving this end :-

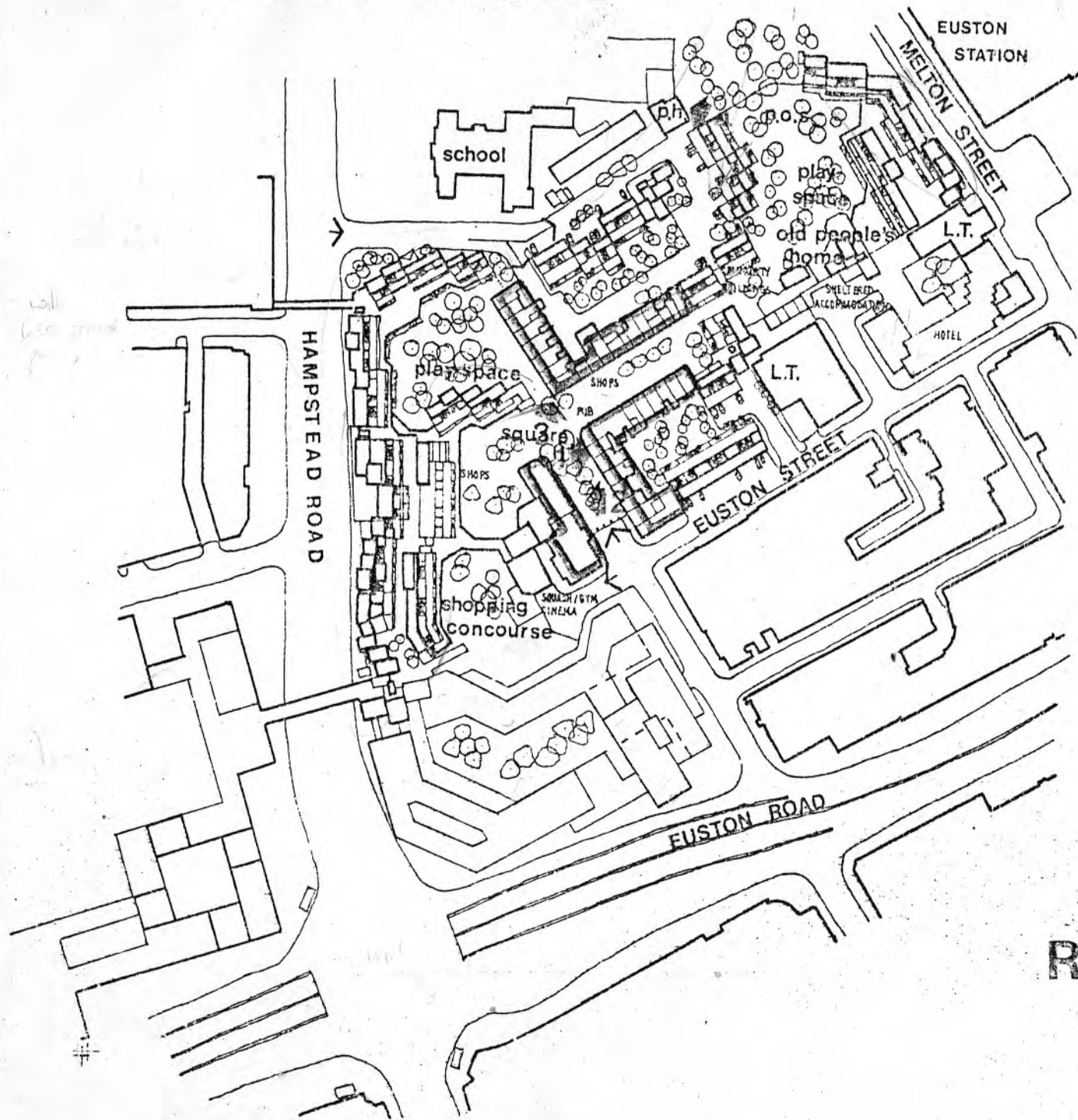
- 1 To cause a minimum of inconvenience to existing residents and tradesmen occupying buildings to be retained.
- 2 To provide suitable alternative accommodation for those displaced during the progress of the scheme.
- 3 To provide a flexible programme capable of incorporating those sites which will be the subject of C.P.Os, as they become available.
- 4 To provide zones which take account of Camden's construction programme and resources.
- 5 To give adequate consideration for site access during building operations.

To allow for the above it can be seen from the phasing diagramme that areas are indicated which can be phased in a number of alternative ways, or even further sub-divided, to give greater flexibility if necessary. The following two alternatives are typical examples of how phasing could be arranged. The third example is the preferred sequence.

TOLMERS SQUARE

+

1	2
3	4



NORTH

KEY



Retained Buildings

RETAINED BUILDINGS

EXAMPLE I

Basis That areas A & B are to be developed first and area G will not be available until other areas are complete.

Method Access would be provided North of areas A & B which will then be developed to provide both housing and some commercial content, the existing shops in area C will continue to function. Existing buildings in area C will next be upgraded, any displaced shops being re-sited in area A. Development would continue southwards to area D which will be constructed simultaneously with Site I thus producing a high commercial and shopping component generating revenue for later development. The additional housing in area E comes next followed by the Elderly Persons Home and hotel in area F. Area G provides the final link between new housing and the existing public open space at which stage the operation of the traffic free zones is implemented.

EXAMPLE II

Basis The housing component of the scheme is to be given absolute priority with area G to be developed first.

Method The new housing on area G is followed by areas B, E and A, all with a high housing content. The upgrading of area C links the first three zones. The mainly commercial areas D and F would conclude this sequence. This sequence demands a high capital investment, offering little return until the latter stages of the programme are completed.

EXAMPLE III

Preferred Phasing

Method

Areas B & E are developed first, since sites are available. The upgrading in C is undertaken during the latest stages of the above and continued until the next phase. This would have the advantage of allowing existing activities to continue, while maintaining a nucleus around which other phases (A, D, F & G) can be added as sites become available.

SCHEDULE OF ACCOMMODATION

SITE 2

Housing

Dwellings (inclusive of 40 Retained Dwellings)	476 units
Habitable Rooms	1,464

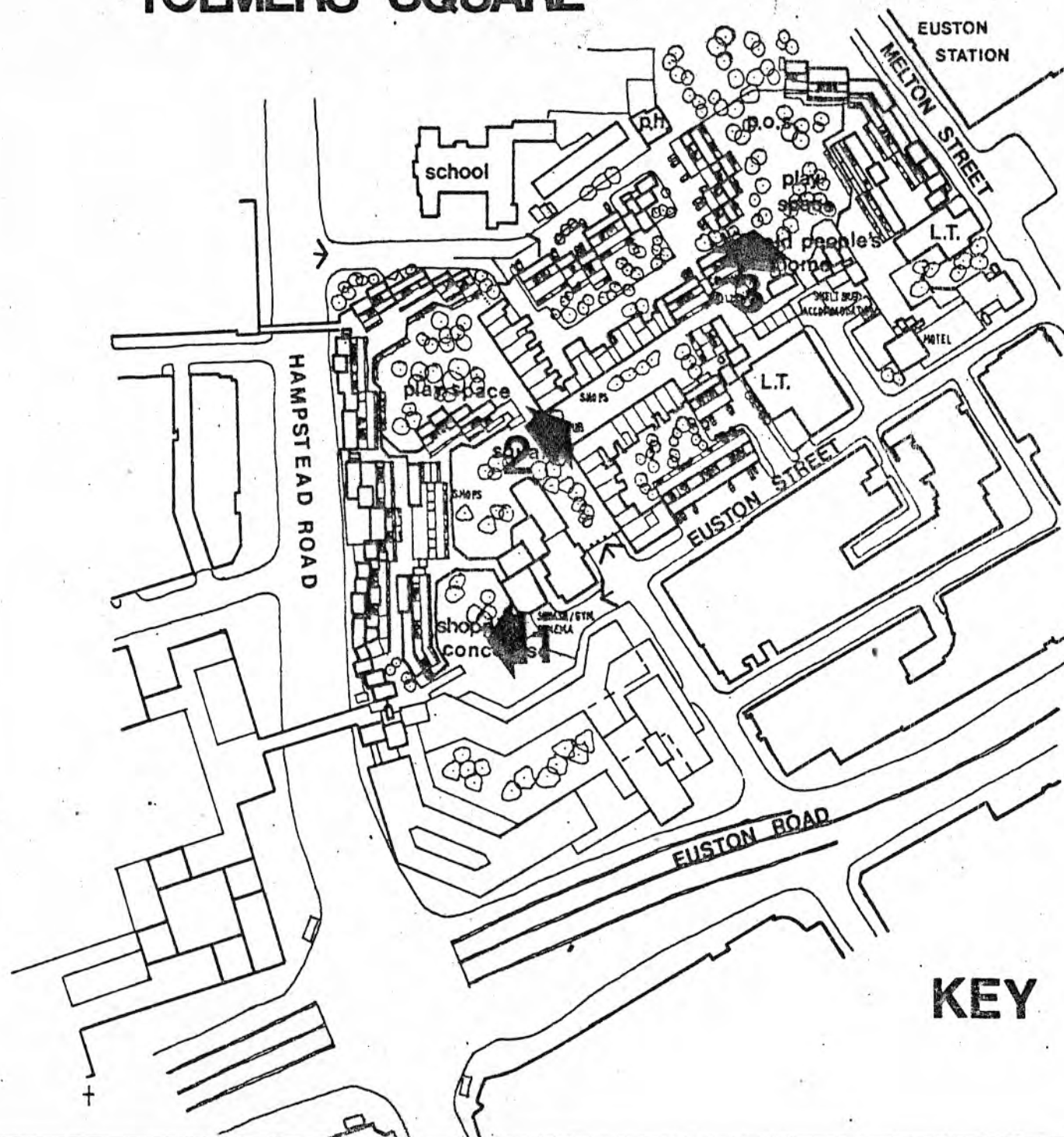
COMMERCIAL

Lettable Commercial	63,350 sq ft
Hotel	67,500 sq ft
Shopping/Recreation	15,680 sq ft
" in Retained	20,640 sq ft

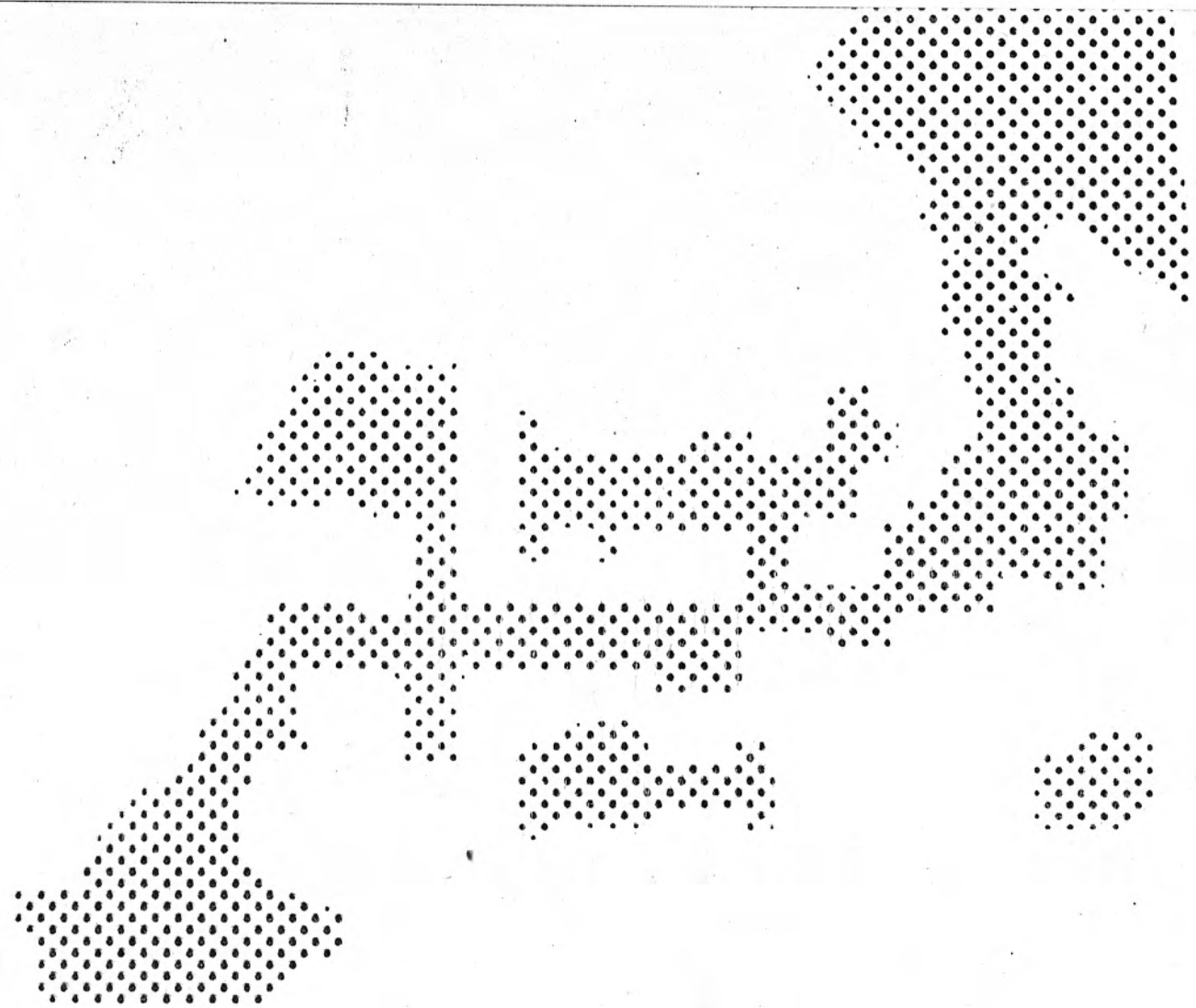
SITE 1

Office Area	250,000 sq ft
Commercial	12,000 sq ft
Parking	150

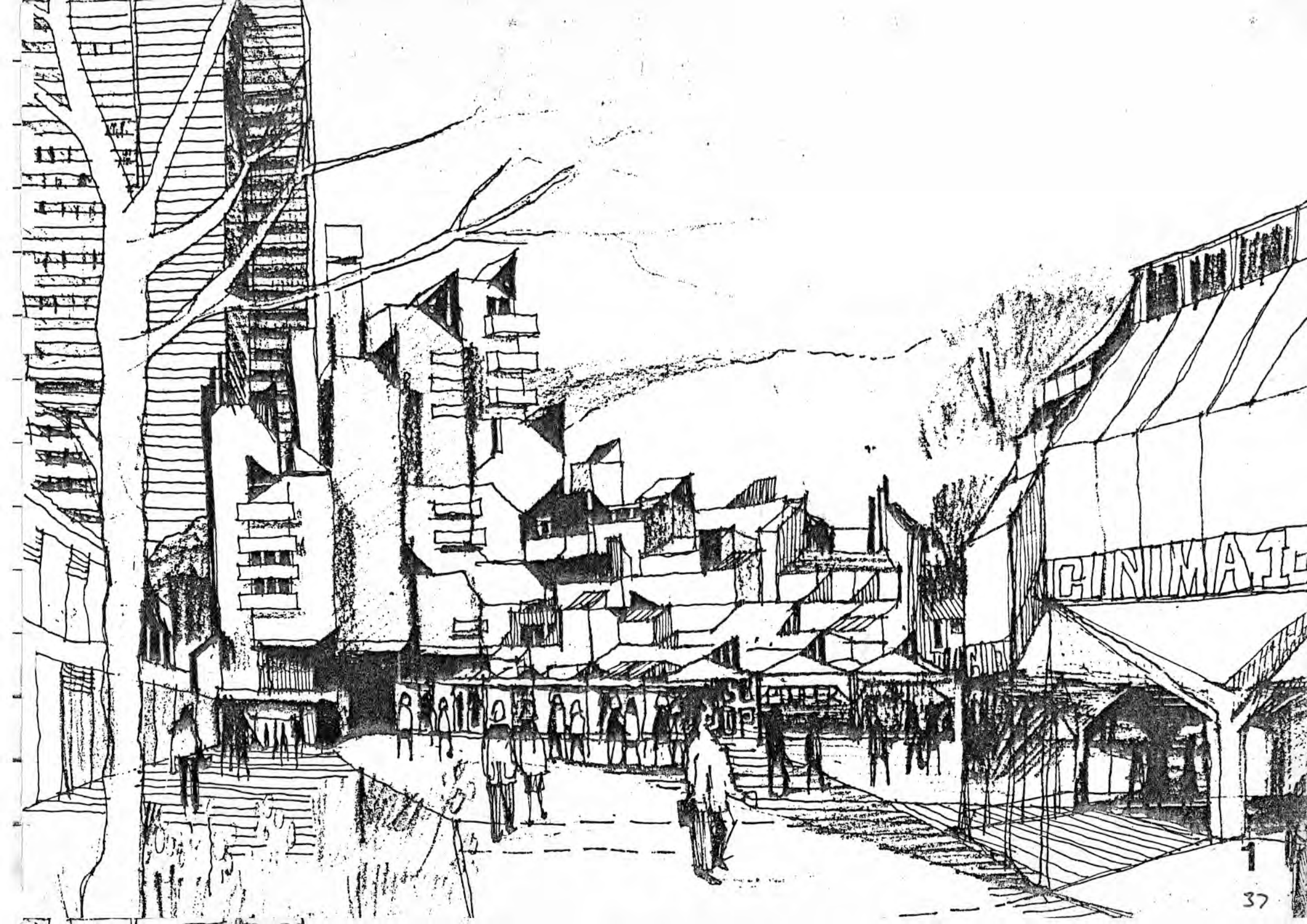
TOLMERS SQUARE



KEY FOR PERSPECTIVES



OPEN SPACE







SECTION 3 Housing Study

J

HOUSING STRATEGY

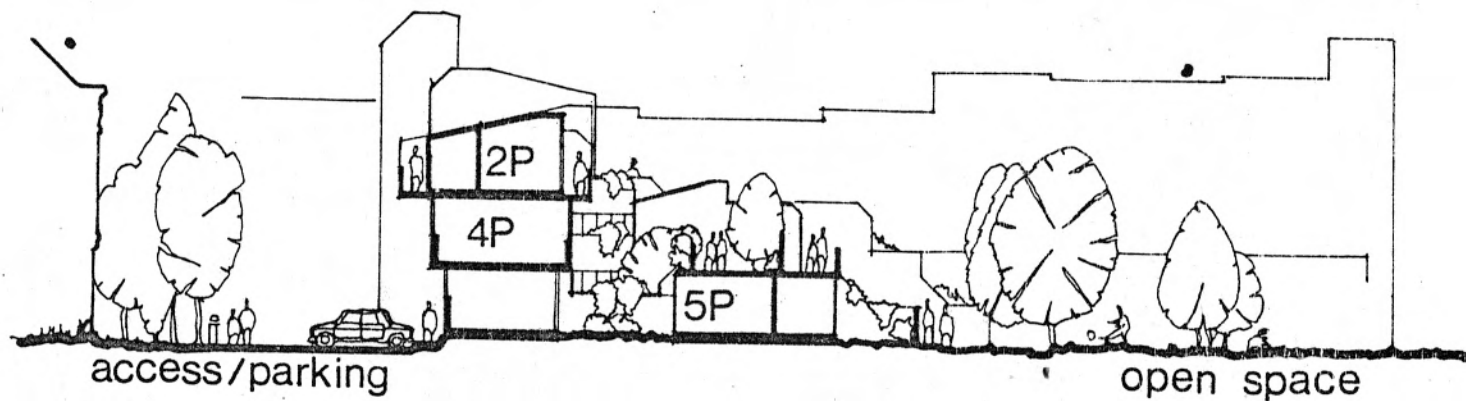
The housing consists largely of flats, ensuring minimum bulk compatible with the required density. Medium rise buildings are situated along the East and West site boundaries, with low rise blocks in the centre. Flats are organised with the larger family units (5 person) on lower levels and progressively smaller units (4 person and 2 person) above, thereby releasing areas at each level for use as private space or for public access to dwellings. A high standard of vertical circulation ensures a positive individual identity with local sections of these deck streets. Careful organisation provides public access, private areas, children play space and sitting out areas all closely related to dwellings. The whole complex encourages a high degree of social interaction between residents.

K HOUSING CONTENT

1	Gross area of Section 2										8.58 acres
2	Gross area of housing land excluding site of hotel, LT Properties corner office block Cecil Residential Club & T & GWU Building)										7.46 acres
3	Planning density 200 ppa (O.R. 1.0:1)										
4	Bed space potential of site										1492 bsp
5	Habitable room potential										1492 hr
A	<u>Housing Mix</u>			1 b/r		2 b/r		3 b/r		4 b/r	Total
6	Brief	a)	dwellings	218		87		78		52	435
		b)	hab-rooms	436	348	390		312			1486
7	Provided										
		a)	dwellings	269		98		87		22	476
		b)	hab-rooms	538	359	435		132			1464
Inclusive of 7 No 5 person (3 b/r) & 33 No 3 person (2 b/r) units obtained by conversion of properties in North Gower St & Drummond Street.											
8	Density										199.2 ppa
9	Home for the Elderly										40 bsp
10	Density (inclusive of '9')										205.4 ppa
11	The area of all ground level open space amounts to 2½ acres. In addition small open spaces have been provided at higher levels for children's play, sitting out, planting, etc.										

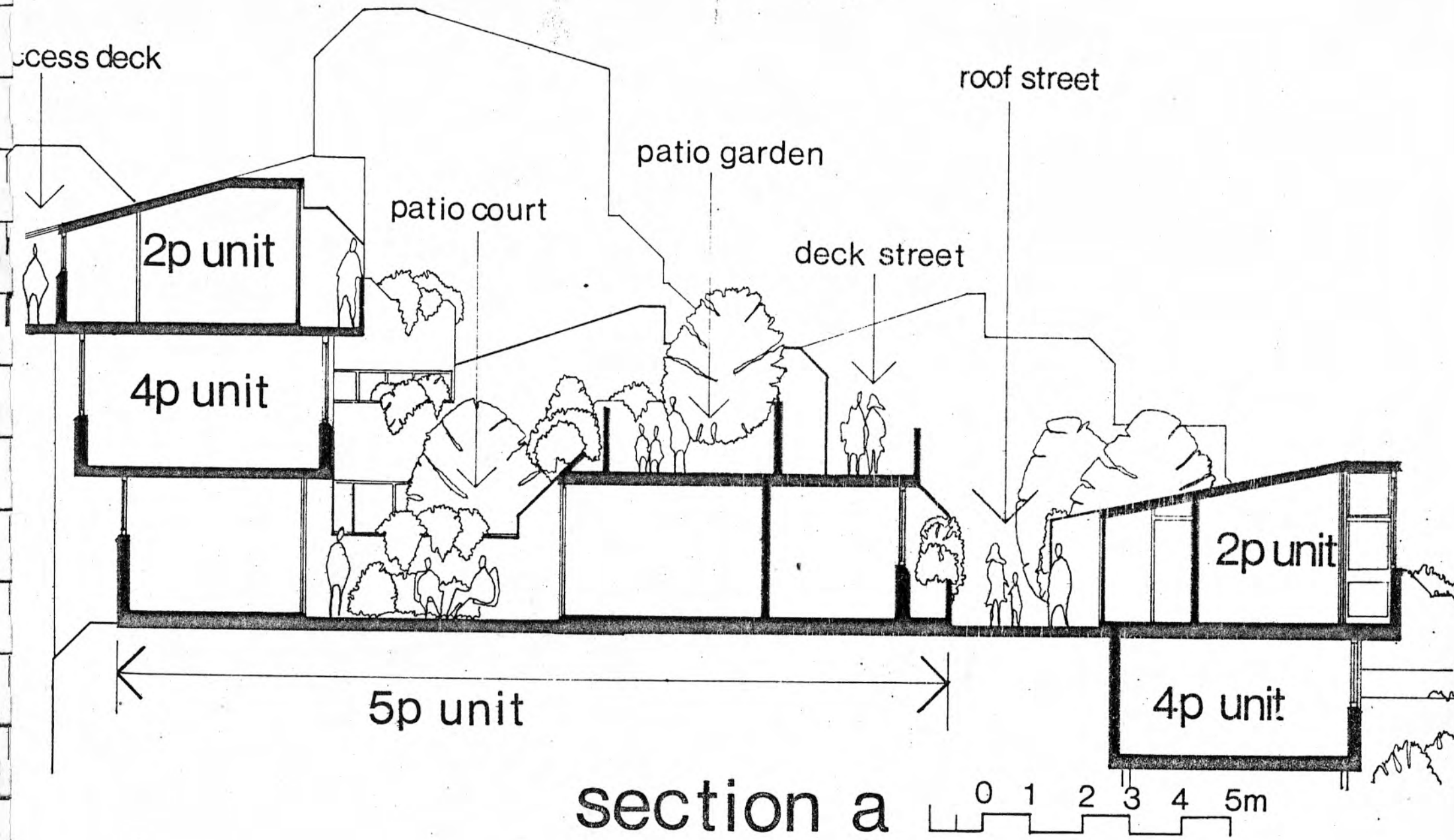
TOLMERS SQUARE

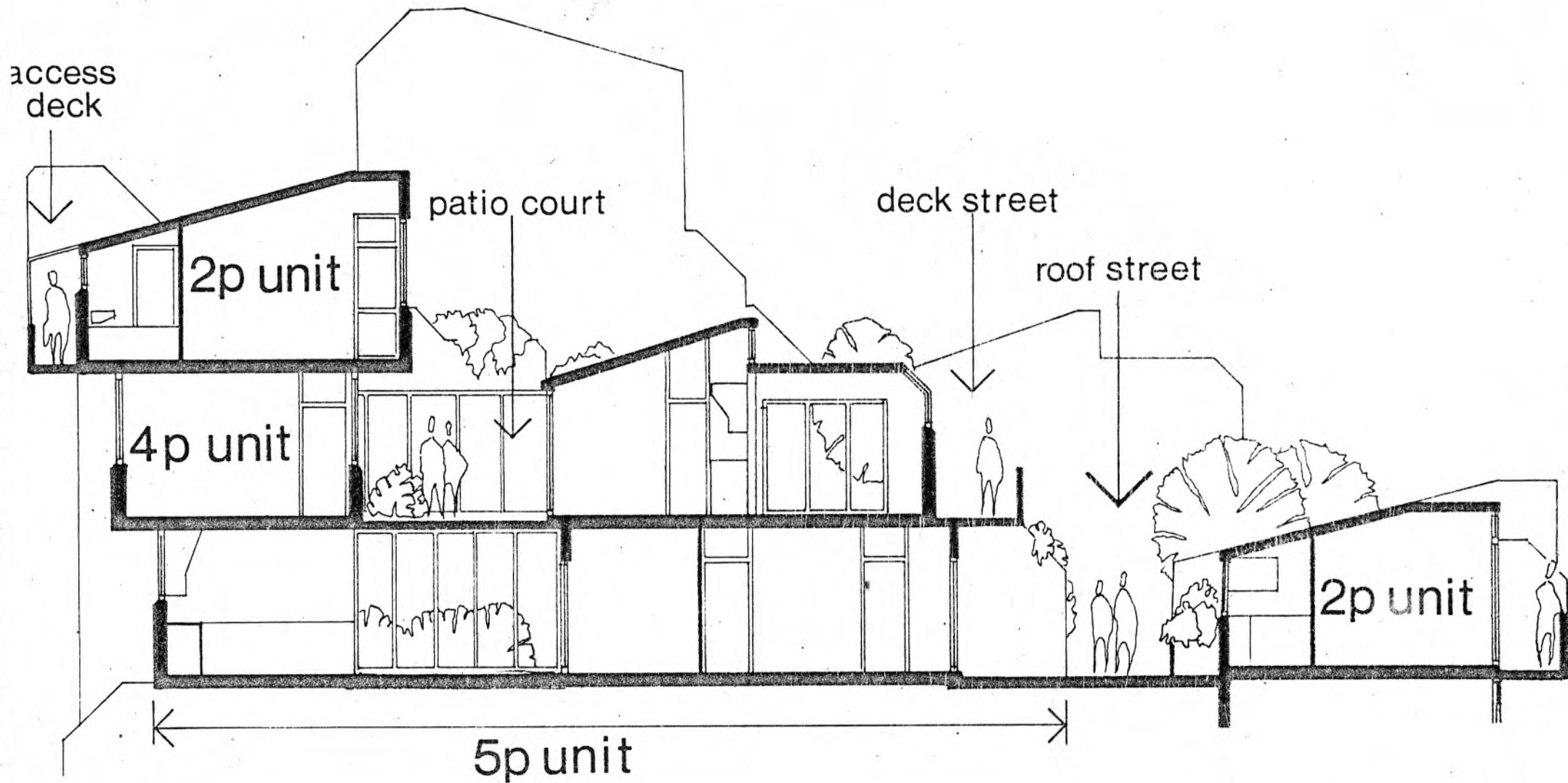




SECTION 2

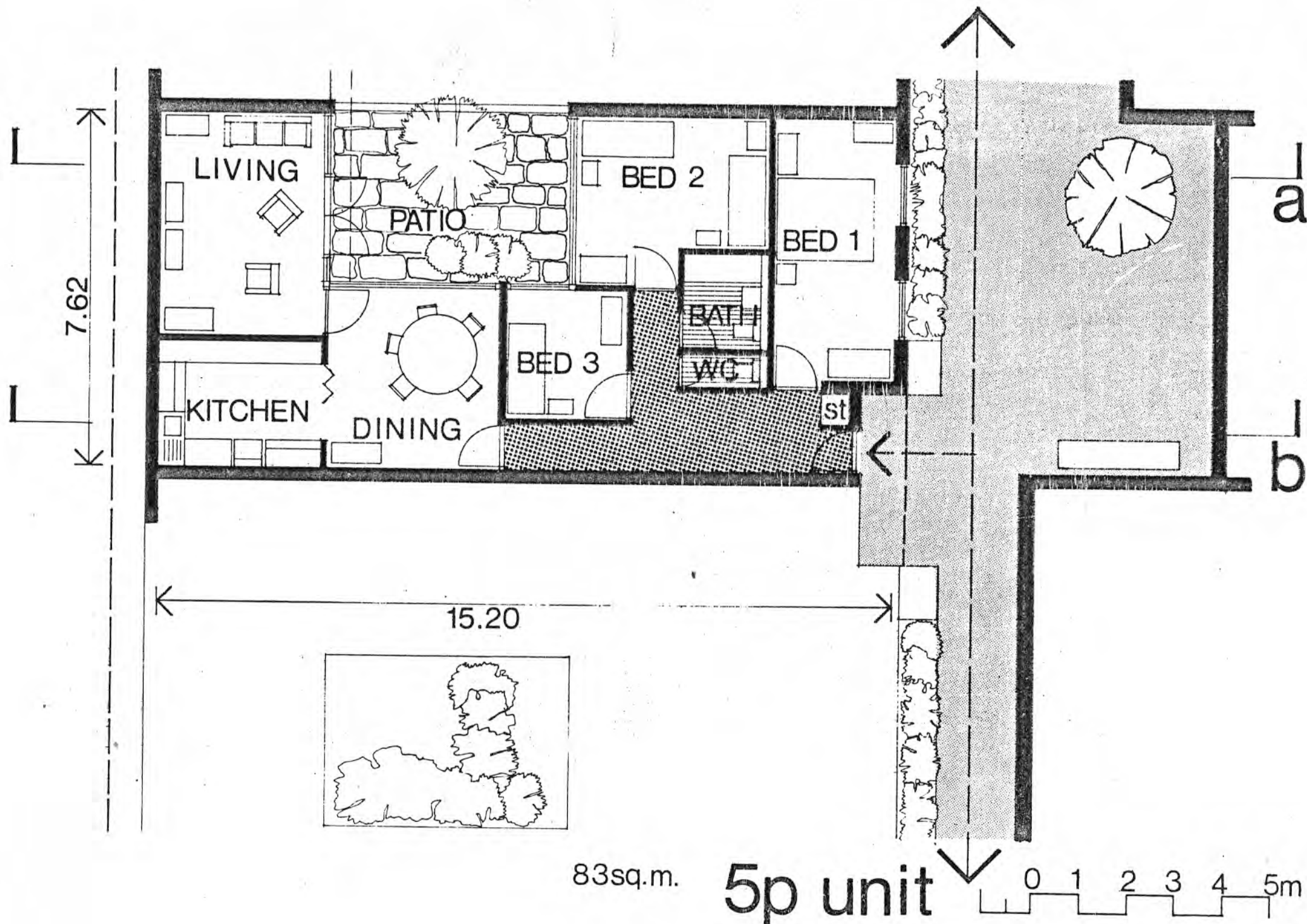
low rise blocks

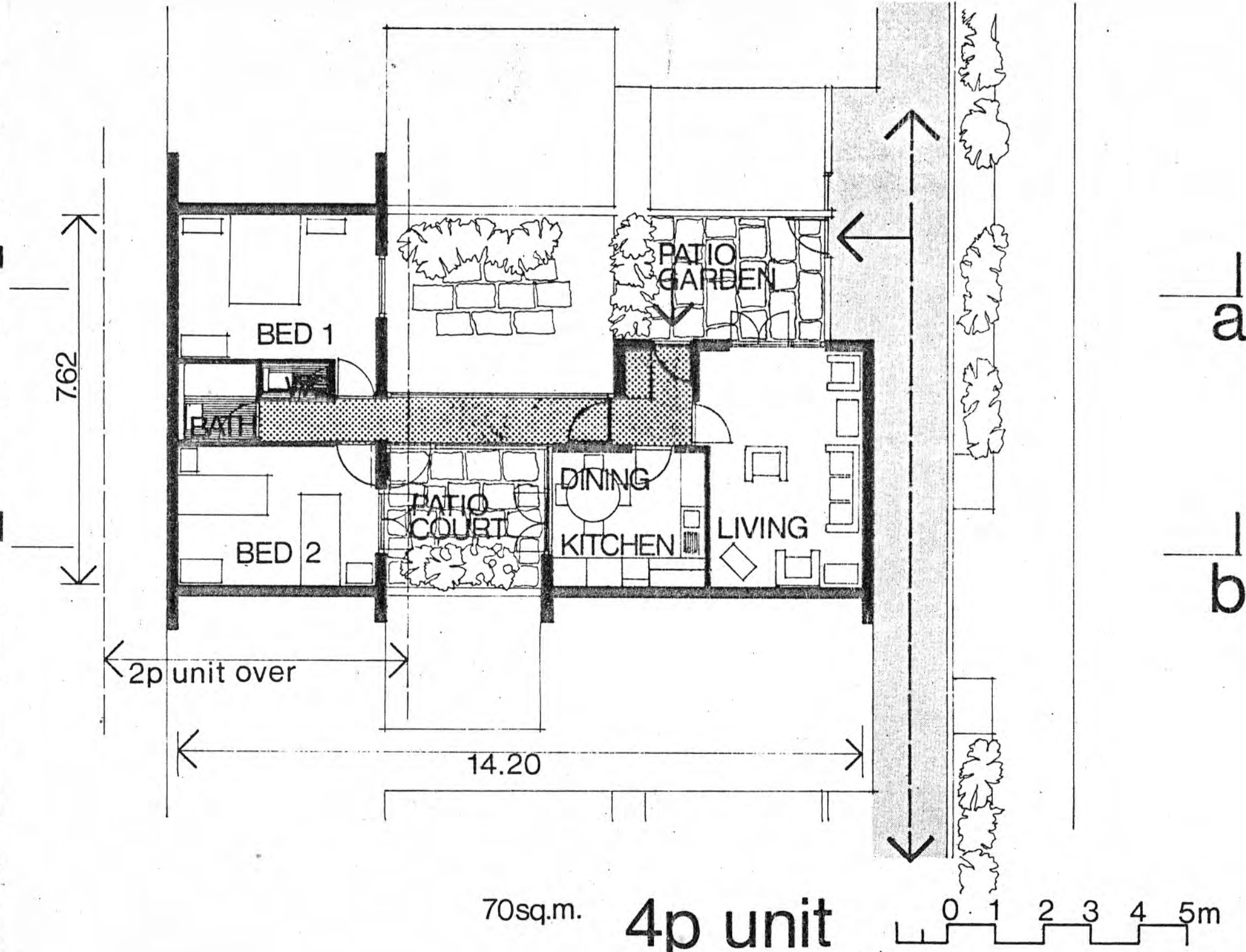


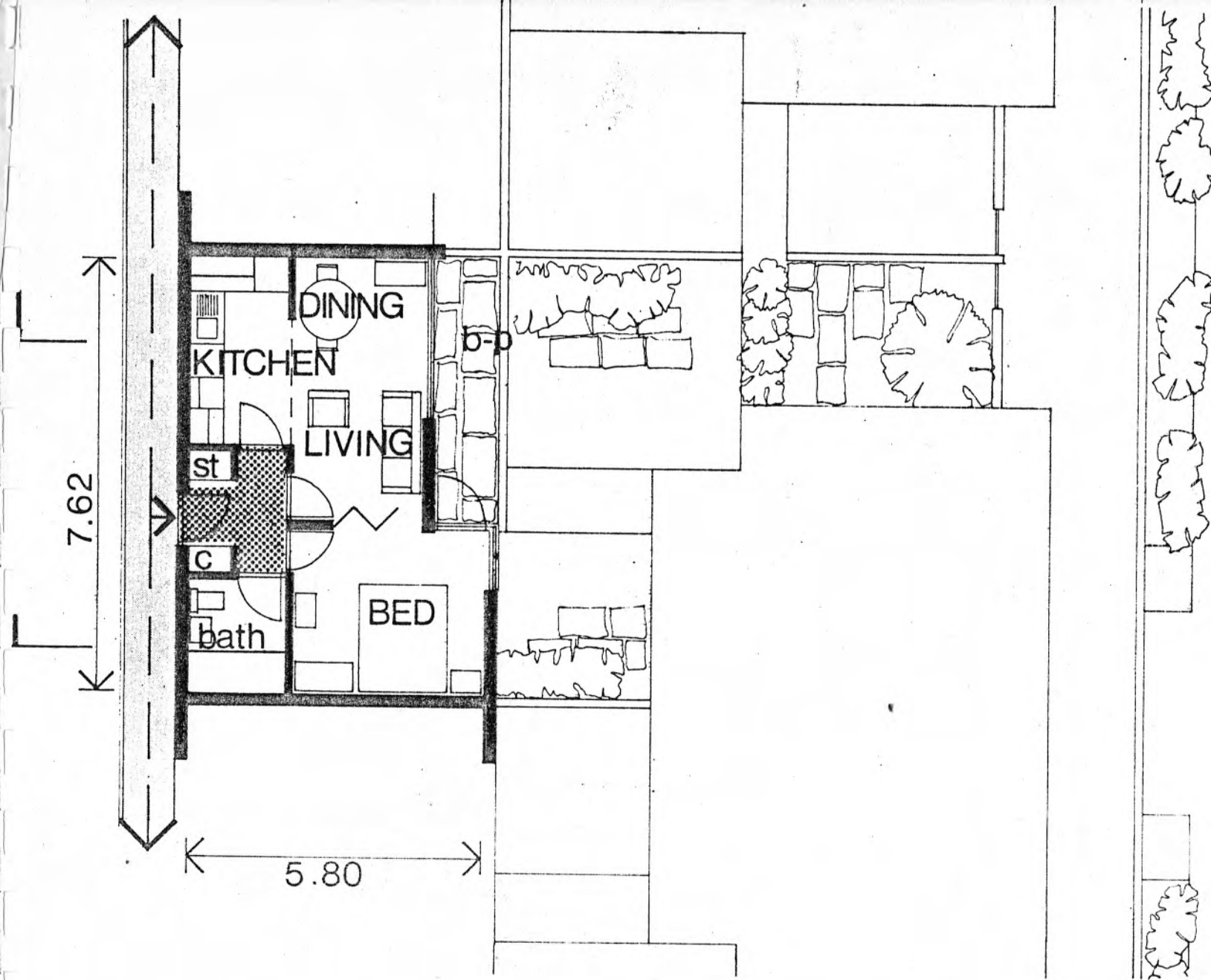


section b

0 1 2 3 4 5m





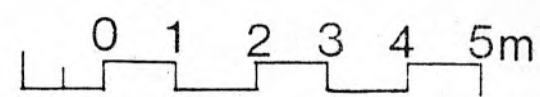


a

b

45sq.m.

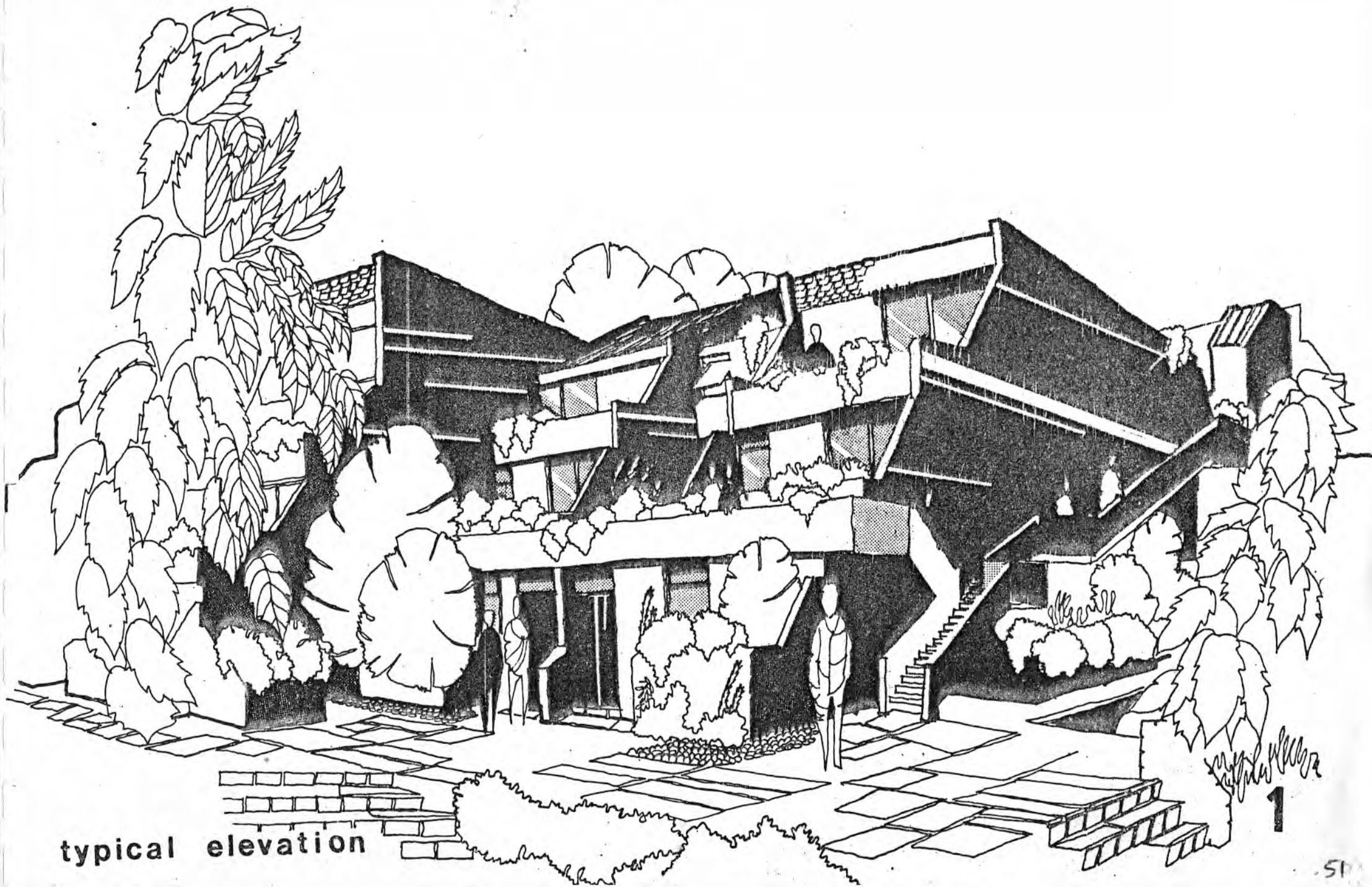
2p unit



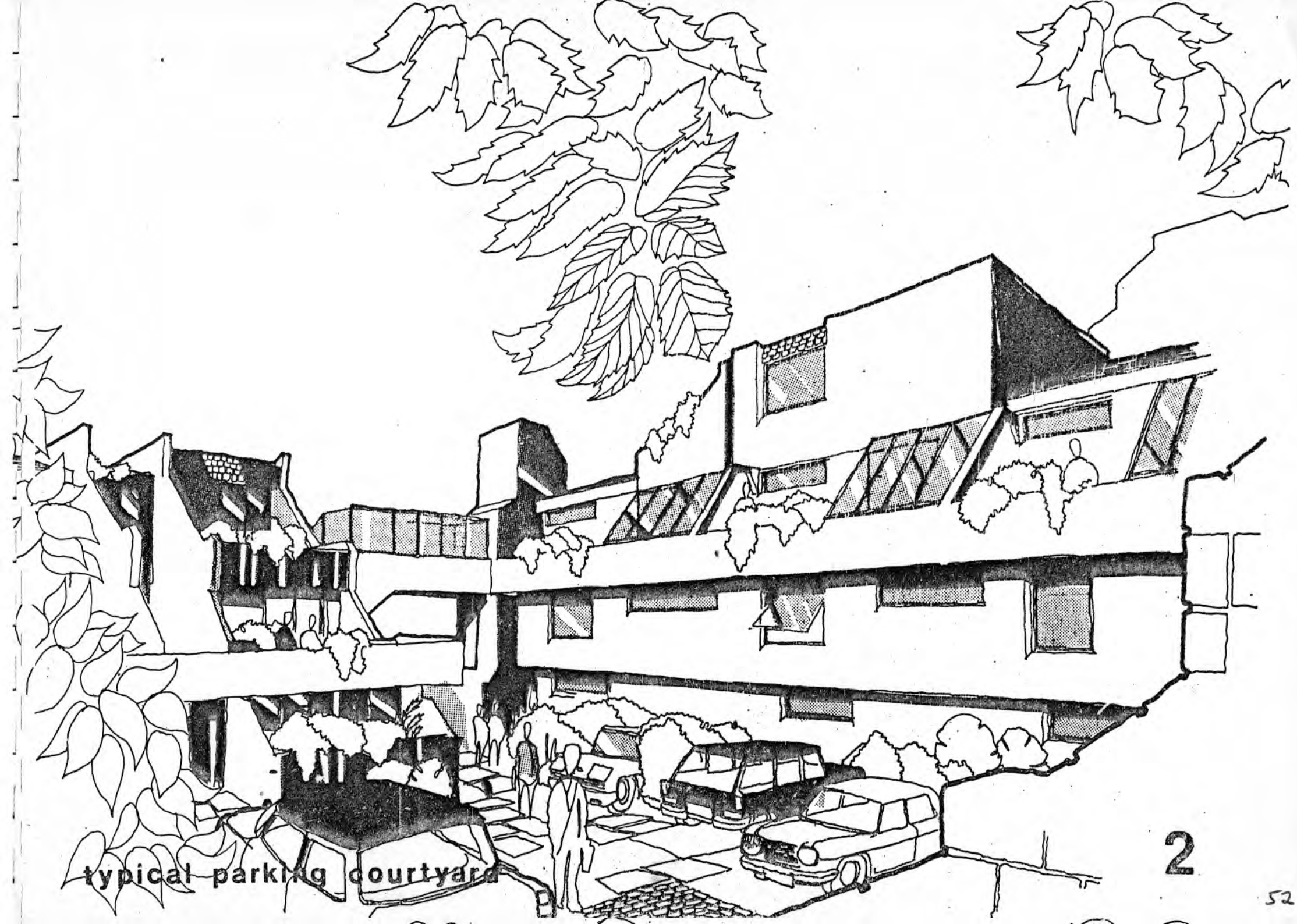
TOLMERS SQUARE



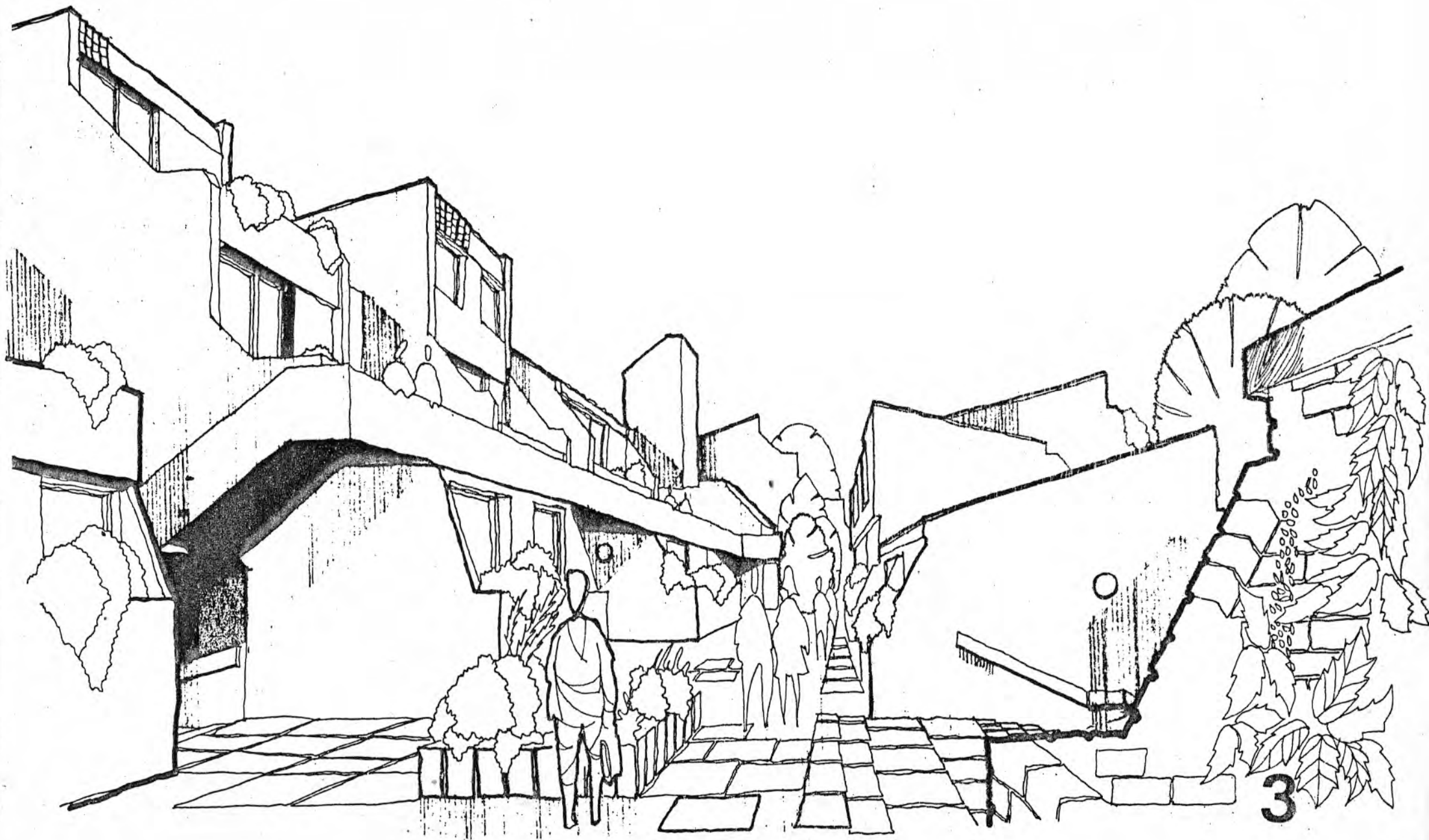
KEY FOR PERSPECTIVES



typical elevation



typical parking courtyard



SECTION 4 Appendices

M GROUND CONDITION

The site varies in level from 82 ft above ordinance datum. The soil succession information taken from old wells and bores marked on the geological map is shown on the accompanying diagram. This indicates that the top of the London clay is at 65 - 75 ft o.d. and that the clay is 40 - 100 thick in this area. The gravel beds over the clay are likely to be about 15 ft thick where they have not been removed by earlier excavation and made ground covers the gravel up to existing ground floor. There may be about 5 ft of water in the gravel, perched on the top of the clay.

Foundation Possibilities

Low to medium rise buildings can be economically founded on pads, strips or basement slabs in the gravel at bearing pressures of 2 to 3 tons/sq ft or more. The gravel, if present in sufficient depth, would also provide good end bearing for short bored piles which might be an economical foundation for medium rise buildings which did not have cross walls. High rise building and heavy column loads would probably be carried on large diameter bored piles with bell bases near the bottom of the clay.

Tunnels

Several London Transport underground tunnels and cable passages run under the site. These are shown on the accompanying diagram. The Victoria line has about 100 ft of cover, but the two Northern line pairs of tracks have only about 80 ft of cover. The cable passages are shallower.

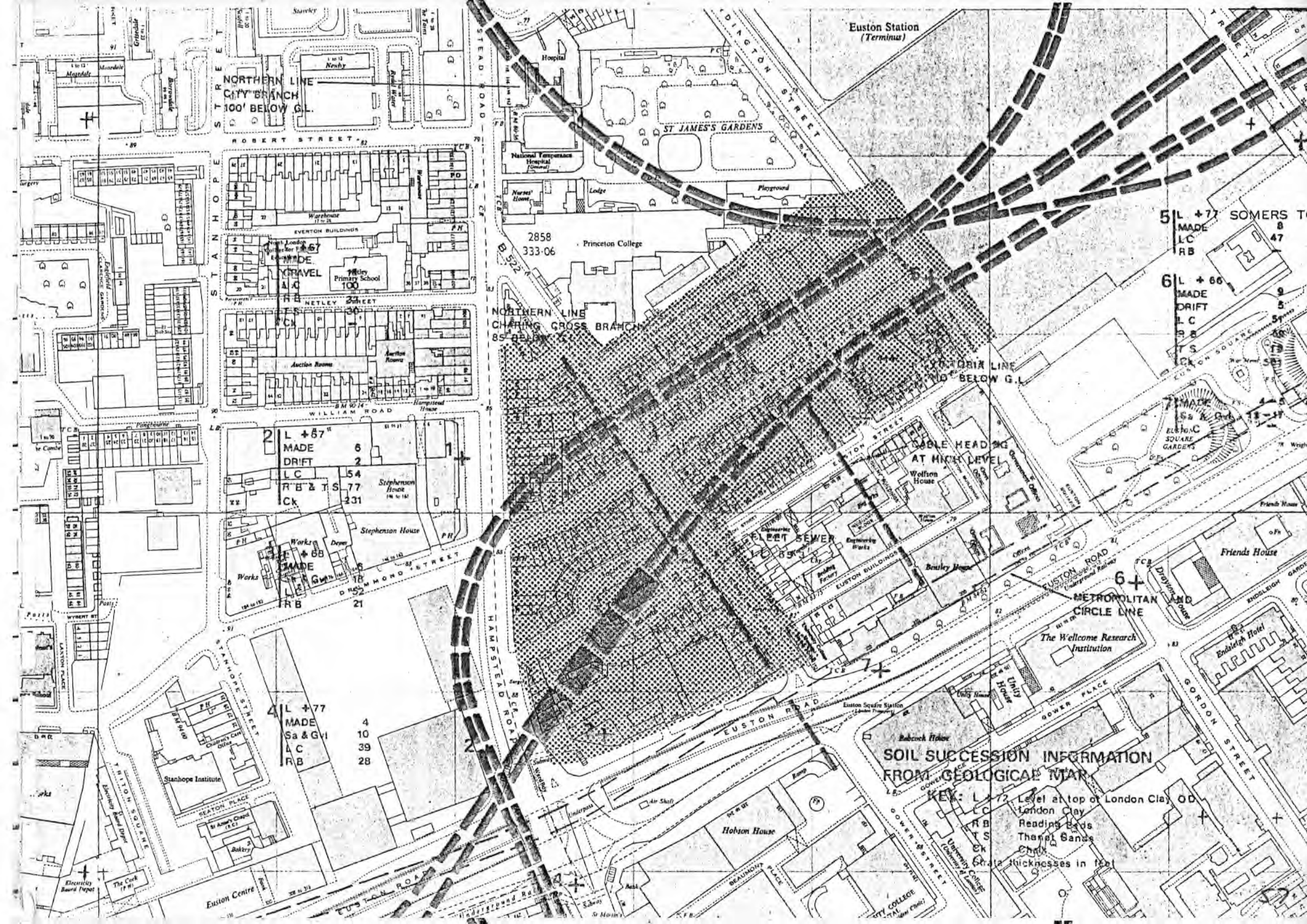
The existence of these tunnels will be a major factor in planning the foundations and perhaps the location of any tall buildings or deep excavation in the vicinity. In particular, the location of the Victoria line near Warren Street Station may influence in this way the proposed medium to high rise office development along Euston Road. The location of the Northern and Victoria lines near Euston Station also seems likely to affect the proposed hotel.

Site Investigation

A site investigation by several bore holes should be made after the outline proposals for the development have been agreed and before detailed design begins. The cost is likely to be in the region of £5,000 and the work will probably take about four months from the invitation to tender.

The information contained in this preliminary note was obtained from published plans and borehole logs and needs to be verified by further geological study.

Ove Arup & Partners
13 Fitzroy Street
LONDON
W1P 6BQ



N DISTRICT HEATING

Consultants advice indicates that a District Heating Scheme could be shown to be feasible. The Council's decision that all costs will be borne by tenants on a flat rate basis avoids the need for metering.

A central boiler house could also provide heating for the development on Section I. The position of the boiler house is flexible and would require to be 2000 square feet in area and of double height. The method of distribution would be basically a three pipe system with mains up to 12" diameter, running through ground ducts, and it is considered that by using prefabricated pipe sections, heat losses in distribution will be more than compensated by the increased efficiency of the overall system.

Containment of boilers to one installation will facilitate the change to alternative fuels as and when this becomes necessary, as seems likely in view of the uncertain developments in the gas and oil industries.