

EUSTON PLANNING FRAMEWORK APPENDICES

APPENDIX 1:

SOCIO-ECONOMIC CHARACTERISTICS OF THE AREA

Regent's Park Ward

- A1.1 Regent's Park Ward is located to the north of Euston Road. Its area includes the eastern side of Regent's Park, Nash's impressive terraces and villas and the southern portion of Camden High Street. Closer to Euston Road, there are concentrations of council owned and housing association accommodation, as well as the office developments that line Euston Road.
- A1.2 Analysis of 2001 Census statistics show that Regent's Park ward has a young age structure and ranks 3rd on the proportion of children aged under 16 (20%). Regent's Park is ethnically diverse and has the 3rd largest Bangladeshi community in Camden. Accommodation in the ward is mainly purpose-built flats (70%) and a further 21% are converted flats or flats in commercial properties. Over half of households rent from the Council (40%) or from Registered Social Landlords (13%). Slightly more are owner-occupiers (21%) than rented privately (20%).
- A1.3 The ward ranks 2nd highest in Camden on the proportion of working-age people who do not have any qualifications (25%) and has the 4th highest overall unemployment rate (10%). Unemployed residents of the ward at September 2007 accounted for 4.5% of the economically active population, 10% higher than the overall Camden average. Data for 2006 points to Regent's Park having a higher than average proportion of households with annual income less than £20,000: 31% compared to the Camden average of 24%.
- A1.4 The Annual Business Inquiry 2005 shows that Camden had the third largest number of employee jobs (about 260,000) in London, and about 10% of these are located in Regent's Park, in the following sectors: Banking, Finance & Insurance accounts for 34% of employee jobs, followed by Transport & Communications (33%), Public Administration, Education & Health (14%), Distribution, Hotels & Restaurants (10%), Manufacturing (5%), Other Services (4%) and Construction (1%).
- A1.5 Deprivation statistics just released show that one of the eight sub areas (Super Output Areas) in Regent's Park fall within the 10% most deprived and six within 20% most deprived SOAs in England – often used as a qualifying level for funding applications. Over the ten years 2006-16, Regent's Park's population is expected to grow by 5%.

St Pancras and Somers Town ward

- A1.6 The St Pancras and Somers Town ward includes Euston Station, and extends eastwards as far as King's Cross. According to 2001 Census statistics this ward has the largest population (12,490), the largest average household size (2.33) and has the largest proportion of Council tenants (51%). Accommodation in the ward is largely purpose-built flats (78%), the rest is converted flats (13%), houses (8%) and flats in commercial property (1%).
- A1.7 The ward is the 2nd most ethnically diverse in Camden, with the highest proportion of Black African (11%) and the 2nd highest proportion of Bangladeshi (15%) people in Camden. Nearly a quarter (23%) of residents are Muslim, the highest proportion of all wards. Nearly a fifth of St Pancras and Somers Town residents recorded a limiting long-term illness, the highest in Camden, including 12% of people of working age. The ward ranks highest for lone parent households (16%).
- A1.8 For employed people, the ward has the highest proportions in the following occupation groups: administrative & secretarial (15%), skilled trades (7%), personal services (7%), sales and customer services (9%), plant, process and machines operatives (6%) and elementary occupations (14%). However, the ward also exhibited the highest overall unemployment rate of 14% (16% for men and 11% for women). In terms of qualifications, the ward has the lowest proportion of people without any qualifications (33%).
- A1.9 The social and economic health of an area can be assessed more holistically by looking at the following areas:
- Income deprivation; Employment deprivation Health deprivation and disability; Education, skills and training deprivation; Barriers to Housing and Services; Living Environment deprivation; and Crime.
- A1.10 Using these criteria St Pancras and Somers Town Ward is one of the 20% most deprived areas in the country and as is a significant proportion of Regents Park ward. Within these wards are pockets of deprivation within the worst 10% of areas nationally (see map). The area close to the station has particular problems in terms of the quality of the living environment, health and disability deprivation and access to housing and services.

Other area information

- A1.11 In the Bloomsbury ward just across from Euston Station, the economic and housing conditions are better, but the ward still shows below average household income and community safety concerns.

APPENDIX 2:

PLANNING POLICIES RELEVANT TO EUSTON

A2.1 Major development proposals at Euston will need to comply with a considerable array of policies. More detailed lists are attached as appendices however the most important are highlighted below.

National Guidance

A2.2 Government advice is expressed in Planning Policy Guidance (PPG) and in the newer Planning Policy Statements (PPS), which explain the relationship between planning policies and other policies that have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing development plans and in decisions on individual planning applications and appeals.

A2.3 The PPS likely to be most relevant to development at Euston include:

PPS1 Delivering Sustainable Development is overview guidance for new development, emphasising good design and all aspects of sustainability. Also the supplement to PPS1 which stresses the importance of combating climate change and indicates that development should:

- Comply with adopted Development Plan Document policies on local requirements for decentralised energy supply and for sustainable buildings, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable;
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption, including maximising cooling and avoiding solar gain in the summer; and, overall, be planned so as to minimise carbon dioxide emissions through giving careful consideration to how all aspects of development form, together with the proposed density and mix of development, support opportunities for decentralised and renewable or low-carbon energy supply;
- Deliver a high quality local environment;
- Provide public and private open space as appropriate so that it offers accessible choice of shade and shelter, recognising the opportunities for flood storage, wildlife and people provided by multifunctional green spaces;
- Give priority to the use of sustainable drainage systems, paying attention to the potential contribution to be gained to water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling; provide for sustainable waste management; and create and secure opportunities for sustainable transport in line with PPG13 including through:

- the preparation and submission of travel plans;
- providing for safe and attractive walking and cycling opportunities including, where
- appropriate, secure cycle parking and changing facilities; and
- an appropriate approach to the provision and management of car parking

PPG13 (Transport): integrates planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices both for carrying people and moving freight. It expects the active management of urban growth, to make the fullest use of public transport, especially at key locations such as Euston. The guidance suggests that local authorities make the most of these sites, promoting more intensive development, especially that having a mix of offices, retail, leisure and residential uses.

PPS3 (Housing): encourages more efficient use of land through greater densities, with the highest densities being at places with good public transport accessibility, and the accent on achieving genuinely affordable housing.

PPS6 (Planning for Town Centres): promotes vitality and viability of town centres by planning for the growth and development of existing centres, and promoting and enhancing existing centres by focusing development in such centres and encouraging a wide range of services in a good environment accessible to all.

- A2.4 Also relevant is guidance in Renewable Energy (PPS22), Planning Policy Guidance 15: Planning and the Historic Environment, Planning Policy Guidance 16: Archaeology and Planning, Planning for Open Space, Sport & Recreation, and (PPG17), Planning and Noise(PPG 24),. Planning Policy Statement 25: Development and Flood Risk, draft, PPS4 'Planning for Sustainable Economic Development'

The London Plan

- A2.5 The London Plan 2008 is the spatial development strategy for London and divides London into five sub-regions as part of a Sub Regional Development Framework. The London Plan sets Camden a target of providing an additional 595 dwellings per year from 2006/7 to 2016/17. Camden lies within the North London Sub-Region. (See 1)
- A2.6 The Plan also identifies a number of locations suitable for large scale redevelopment or significant increases in jobs and homes, based mainly around interchanges where increased transport capacity is planned (called Opportunity Areas and Areas for Intensification). Opportunity Areas have

1 The Mayor has published "Planning for a better London" in (July 2008), a report indicating possible policy guidance and directions for a revised "London Plan". This invited comments on the approach to, for example, tall buildings, the view management framework and housing. The policy changes are likely to take some time to come into effect but may need to be considered in future development proposals at Euston.

been identified by the Mayor on the basis that they are capable of accommodating substantial new jobs and homes.

- A2.7 Euston Station lies within an Opportunity Area where, subject to improved public transport accessibility and capacity, higher density development could produce significant numbers of new homes and jobs and the London Plan target growth for Euston comprises 5,000 new jobs and a minimum of 1000 new homes by 2016.
- A2.8 The plan places Euston alongside King's Cross, Victoria, Paddington and Tottenham Court Road as a designated Opportunity Area. In such areas, and "Taking account of other policies, developments will be expected to maximise residential and non-residential densities and contain mixed use...Given their scale, they are also likely to give rise to substantial planning obligations."

London Plan Opportunity Areas in Camden

Opportunity Areas	Minimum homes 2001-2016	Indicative jobs 2001-2016
King's Cross	2,250	25,000
Euston	1,000	5,000
Tottenham Court Road (part in Westminster)	1,000	5,000

Source: London Plan 2008

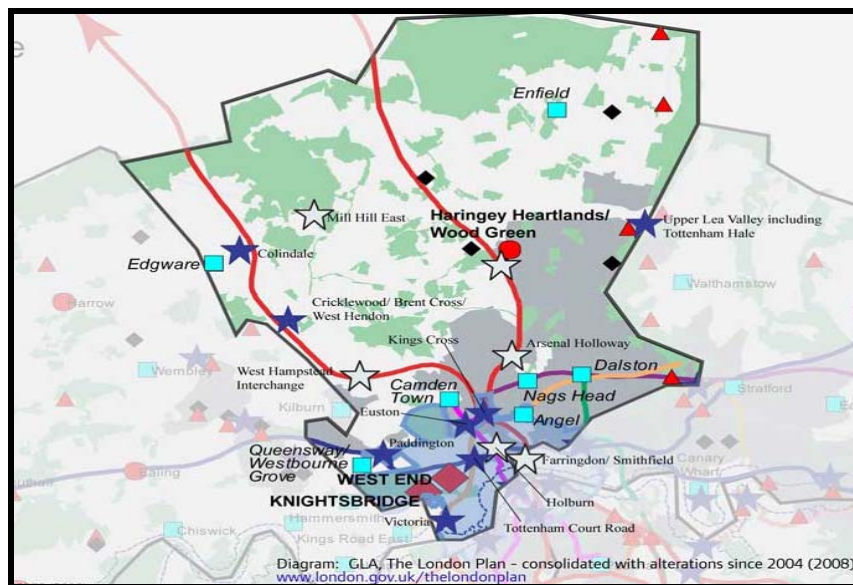
- A2.9 Euston also lies within the Central Activities Zone CAZ which crosses the boundaries of all of the London sub regions. The plan explains that the Central Activities Zone contains a cluster of government, business, office, cultural and tourist activities. It contains nearly 30% of all London's jobs and is projected to accommodate 36% of London's employment growth to 2026. The CAZ is also the focus of London's wider linkages with the rest of the South-East, as well as the wider UK and the world. Sustaining its role as the core location for international business and finance and as a national transport node is crucial for the wider South-East and for the country

- A2.10 With specific regard to Euston the plan also indicates:

"Euston is a major national and commuter rail terminal with good links to the rest of CAZ. These will be enhanced by the Cross River Tram. Given its location and accessibility, the station airspace and adjacent areas are underused and have considerable potential for intensification. There is scope to develop the relationship with the adjacent university quarter. Though viewing corridors impose some limitations on development, parts of the site may be appropriate for tall buildings subject to other policies in this plan."

- A2.11 The Mayor also prioritises the Cross River Tram in both his Transport Strategy and the London Plan, and the indicative route runs to this site. The project underwent major public consultation in 2007, with a view to having a detailed reference design ready within 3 years. The interchange at Euston will be a

particularly important element to the Tram if it is implemented (and the Council has expressed its serious concerns about the proposed route option through Somers Town).



A2.12 The Sub Regional Development Framework (SRDF) brings together a wide range of information about each sub-region and makes many suggestions on the matters that should be addressed in implementing the London Plan, applied down to site-specific levels. The SRDF outlines the strategic priorities for North London and those relevant to Euston are:

- To take advantage of the sub-region's exceptional access to the CAZ and to other growth and development areas to sustain relatively high levels of economic and population growth, especially in the CAZ and inner parts of the sub-region
- Promote the contribution of the sub-region to London's world city
- Role including that of the West End as an international shopping and leisure destination
- Optimise the development of Opportunity Areas and Areas for Intensification
- Ensure that the substantial expansion of population expected in North London is accommodated in sustainable communities, taking into account their needs for social and community infrastructure and capacity building, access to employment and services, exemplary approaches to waste, energy and water use, management and provision
- Address problems of social exclusion, with particular emphasis upon tackling barriers to work, better access to childcare and other support
- To allow residents to benefit from employment potential in the CAZ and Opportunity Areas and in nearby growth areas
- Improve the quality of the environment with particular emphasis upon improving the public realm in the CAZ and inner parts
- Ensure that the optimum social, economic and accessibility benefits are derived from improvements in public transport capacity

- A2.13 Existing residents of the sub-region benefit from extensive public transport networks and relatively easy access to opportunities and facilities. However, they also experience the environmental problems of congestion, high costs and the pressures associated with the international, national and regional role of London as a world city. Many local people find it difficult to benefit from these activities because they lack the relevant skills, contacts or knowledge; and they often face other barriers to employment. The London Plan recognises that the overall approach to securing the benefits of growth must be refined to address the many excluded groups who have particular difficulty in gaining access to them.
- A2.14 A list of the London Plan policies which the Council considers to be particularly relevant to development in the Euston area is attached at **Appendix 3**. The Council will expect all proposals to show how they comply with these policies. The Greater London Authority Act 2007 gave the mayor powers to call in and approve strategic planning applications. The details of which cases were affected were detailed in the Mayor of London Order 2008 which came into effect in April 2008. The list of affected application is given in **Appendix 3A** to this document.
- A2.15 Government policy encourages the more efficient use of land through higher density mixed use development and the use of previously developed land and buildings. Imaginative designs and layouts can make more efficient use of land without compromising the quality of the local environment. The London Plan expects development to achieve the maximum possible intensity of use compatible with the local area.

Other relevant regional plans and policies

- A2.16 The Mayor's Supplementary Planning Guidance (SPG) will be relevant to development at Euston, and includes: -
- Air quality
 - Biodiversity
 - Culture
 - Economic Development
 - Noise
 - Transport
 - Waste
- A2.17 Further Best Practice Guidance documents (BPGs) provide guidance on topics including:
- Managing the Night Time Economy (March 2007)
 - Wheelchair Accessible Housing (draft, March 2007)
 - The Control of Dust and Emissions from Construction and Demolition (November 2006)
 - Health Issues: Improving health through planning (draft, June 2006)
 - Development Plan Policies for Biodiversity (November 2005)
 - Guide to Preparing Open Space Strategies (March 2004)

- Land for Transport Functions (March 2007)
- Planning for Equality and Diversity in London (draft, December 2006)
- Providing for Children and Young People's Play and Informal Recreation (draft, October 2006)
- Sustainable Design and Construction (May 2006)
- Housing (November 2005)
- Accessible London: Achieving an Inclusive Environment (April 2004)
- London View Management Framework (July 2007)
- TfL's Intermodal Transport Interchange for London Best Practice Guidelines (Jan 2001 – currently being revised)
- TfL's Transport Assessment: A Best Practice Guide (2006).

A2.18 SPGs on Renewable Energy and Retail Need Assessments are also being prepared and may be available as guidance shortly. The Renewable Energy SPG will be informed by 'Integrating renewable energy into new developments: Toolkit for planners developers and consultants' available through the GLA web site.

Camden's Unitary Development Plan (UDP 2006)

A2.19 The UDP (2006) sets out Camden's aims and priorities for the use of land in the Borough, expressed through planning policies. It does this in the context of the objectives and priorities contained in Camden's Community Strategy and other Council strategies. This local development plan is also in general conformity with the London Plan.

A2.20 The UDP seeks to achieve sustainable new development of the highest quality in the most suitable locations, while protecting and enhancing the built and natural environment. It aims to improve the quality of life of the people who live in, work in and visit the Borough and support sustainable communities.

A2.21 Particularly relevant planning policies are set out in **Appendix 4**. This list is not exhaustive and other UDP policies and standards may also have relevance depending on the nature of any future proposals that come forward. Camden will seek to ensure the best balance of policies and priorities for the local community with those for wider London.

A2.22 The UDP seeks to create the best possible pattern of development in the Borough. This will minimise the need to travel, maximise development opportunities, and help to protect the environment and amenity. This will be achieved by ensuring development complies with the following strategic policies:

Sustainable development

S1 The Council will seek to ensure that all development is

sustainable with regard to social needs, the protection of the built and natural environment, the sensible use of resources and the maintenance of a viable economy.

- S2** The Council will seek to ensure that development promotes a high quality of life for all members of the community, contributes to sustainable land use patterns and does not harm local amenity.
- S3** The Council will seek to ensure that development adequately considers resources, energy, waste and minerals, minimises their impacts, and protects the environment and people from hazards.

Housing

- S4** The Council will seek to provide housing to meet strategic housing needs. It will seek to secure net additions to the housing stock wherever possible and retain existing permanent residential accommodation. Housing is the priority use of the UDP.
- S5** The Council will seek the provision of affordable housing for those on low and middle incomes.
- S6** The Council will seek to secure and protect a range of housing, in terms of size and type, to meet London-wide and local needs and seek housing designs that are accessible to all, including people with mobility difficulties.

Built environment

- S7** The Council will seek to protect and enhance the Borough's historic environment and ensure that all development is designed to the highest standard and protects and enhances its surroundings.

Natural environment

- S8** The Council will seek to protect and enhance the Borough's open space and conserve and enhance the Borough's biodiversity.

Transport

- S9** The Council will seek to reduce the need to travel, manage and reduce the amount of traffic on Camden's roads and encourage forms of travel that cause the minimum environmental harm.
- S10** The Council will seek to improve road safety and the quality and safety of routes and facilities for pedestrians and cyclists. It will seek to secure access for people with disabilities and ensure an integrated, safe, and accessible public transport system.

Town centres, retail and entertainment

- S11** The Council will seek to support the character, function, vitality

and viability of centres by guiding appropriate uses to them and will seek their improvement through town centre management, environmental, design, transport and public safety measures.

- S12** The Council will seek to protect shops, services and food and drink uses, inside and outside centres, where they contribute to the character and function of the area, and minimise the impact to any area from the external impacts of development with a shopping, service or entertainment character.

Economic activities

- S13** The Council will seek to meet local and strategic economic needs by encouraging the development of a range of businesses to match the needs, skills and qualifications of the workforce, and securing and retaining a choice of sites suitable for a range of office, industry and warehousing activities, including provision for small and traditional businesses.

- S14** The Council will seek to retain existing business sites and encourage the expansion of business development in appropriate locations. The Council will seek to conserve and strengthen the strategic and international economic role of Central London in a manner compatible with the protection of local residential communities.

Community uses, leisure and tourism

- S15** The Council will seek to secure and protect a range of land and buildings which meet existing and future needs for community uses and that are accessible to the communities they serve.
- S16** The Council will seek to ensure that there is a range of leisure facilities in accessible locations throughout the Borough and to prevent any net loss of leisure facilities.
- S17** The Council will seek the development of tourism-related uses in appropriate locations within the Borough where such developments can be accommodated without harming the quality and character of the local environment or residential amenity

A2.23 To be successful and fully sustainable, new development will link into existing neighbourhoods, and will contribute effectively to the regeneration of some of the most disadvantaged areas in Camden. The Council will look at how development in this Opportunity Area complements and integrates with surrounding communities, and how redevelopment of sites can respond to local people's experiences of their local area and improve the streets, spaces and environments between facilities such as parks, stations and the British Library.

A2.24 The UDP also contains the following specific reference to Euston:

UDP Schedule of Land Use Proposals: No. 12 - Euston Station

Site Area: 117,000 sq metres

Current Use: Station/transport interchange, office (B1) & distribution depot (B8), retail, open space.

Preferred use: Improved transport interchange, and mixed used including residential.

Comment: The operational constraints, requirements and complexity of the development involving major transport infrastructure will be taken into account when assessing proposals. Partly located within Bloomsbury Conservation Area. Public Open Space 37 – Euston Square Gardens– is located within the site. Euston Square Gardens is protected by the London Square Preservation Act 1931. Any development should retain and enhance the existing open space. The two lodges, the war memorial located in Euston Square Gardens, the statue of Robert Stephenson in Euston Station forecourt and the railings along Euston Square Gardens and 163-203 Eversholt Street are Grade II Listed Structures. Expected to deliver affordable housing in accordance with Policy H2 and supplementary guidance.

A2.25 In addition particular reference should be given to the sustainable development policies SD1 to SD12 contained in chapter 1 of the Camden UDP and the criteria used to assess development.

A2.26 Under the Planning and Compulsory Purchase Act 2004, Camden's Unitary Development Plan (UDP - adopted June 2006) will only last for three years (i.e. until June 2009). The Council has applied to the Secretary of State to 'save' the majority of the existing UDP policies for continued use, in the interim period before new local development framework policies are adopted.

A2.27 However, Policies B2 Design and layout of large developments and T6 Maintenance and storage of public transport equipment which are referred to the framework will not be saved. This is because the requirements they contain are also within other UDP or London Plan policies and therefore they do not meet the Government's criteria for being saved. These requirements will remain once these policies have expired.

Camden Planning Guidance

A2.28 The Council published Supplementary Planning Guidance to the Camden UDP in December 2006. This takes the form of individual planning guidance notes on individual topics the majority of which will be relevant to development in the Euston Area. A full list of the guidance considered relevant is attached at **Appendix 5** and the Council will expect all development to comply with this guidance.

The Sustainable Community Strategy

A2.29 Camden Together (2007) is the council's community strategy for the Borough from 2007–2012. The overall vision is for Camden to be a “borough of opportunity”, and it provides direction for the policies of the emerging Local Development Framework through its main themes. A series of objectives for the LDF Preferred Options guide the delivery of the Community Strategy vision:

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

A2.30 The Strategy identifies that “we need to adapt to economic and population growth in a way that reduces our carbon footprint, preserves our green spaces, meets the need for housing in the borough and strengthens the infrastructure needed to support our community”. (More explanation of this is given at Appendix 5)

Local development framework

A2.31 Local authority Development Plans are changing the way they express planning policy, ensuring consistency with the London Plan and the Sustainable Community Strategy. Camden is now preparing the Local Development Framework (LDF) for the borough. The Core Strategy and the Site Allocations document (which will include Euston) are to be adopted during 2010 and 2011 respectively. In the meantime, the relative weight of UDP and LDF documents will vary according to how far the LDF documents have progressed.

A2.32 The broad thrust of national and regional policy for the Euston Opportunity Area can be summarised as high density, mixed uses including housing employment and retail, and regeneration benefits for the wider area. These help the Mayor and Camden achieve regional and local aims on transport and socio-economic infrastructure, as well as contributing to new housing and jobs. This growth needs to be managed and how Camden intends to do this will be expressed in the LDF Core Strategy and Development Control policies to be consulted on during 2009.

A2.33 Camden's UDP already encourages the full use of sites and high densities in appropriate locations and where development is designed to a high standard and properly considers the character of the surrounding area. It recognises that density varies across the borough and expects the highest densities in Central London, town centres and other locations well served by public transport. It will be important to achieve the right balance between intensification and protecting the amenity of neighbours and occupiers.

APPENDIX 3:

LONDON PLAN POLICIES RELEVANT TO EUSTON

- 2A.1 Sustainability criteria
- 2A.3 London's Sub-regions
- 2A.4 The Central Activities Zone
- 2A.5 Opportunity Areas
- 2A.7 Areas for Regeneration
- 2A.8 Town Centres
- 2A.9 The Suburbs: supporting sustainable communities
- 3A.1 Increasing London's supply of housing
- 3A.2 Borough housing targets
- 3A.3 Maximising the potential of sites
- 3A.5 Housing choice
- 3A.6 Quality of new housing provision
- 3A.7 Large residential developments
- 3A.8 Definition of affordable housing
- 3A.9 Affordable housing targets
- 3A.10 Negotiating affordable housing in individual private residential and mixed-use schemes
- 3A.13 Special needs and specialist housing
- 3A.17 Addressing the needs of London's diverse population
- 3A.18 Protection and enhancement of social infrastructure and community facilities
- 3A.20 Health objectives
- 3A.21 Locations for health care
- 3A.22 Medical excellence
- 3A.23 Health impacts
- 3A.24 Education facilities
- 3A.25 Higher and further education
- 3A.28 Social and economic impact assessments
- 3B.2 Office demand and supply
- 3B.3 Mixed use development
- 3B.5 Supporting innovation
- 3B.6 Improving London's ICT infrastructure

- 3C.1 Integrating transport and development
- 3C.2 Matching development to transport capacity
- 3C.3 Sustainable transport in London
- 3C.4 Land for transport
- 3C.5 London's international, national and regional transport links
- 3C.8 Improving strategic rail services
- 3C.9 Increasing the capacity, quality and integration of public transport to meet London's needs
- 3C.12 New cross-London links within an enhanced London National Rail network
- 3C.14 Enhanced bus priority, tram and bus transit schemes
- 3C.17 Tackling congestion and reducing traffic
- 3C.18 Allocation of street space
- 3C.19 Local transport and public realm enhancements

- 3C.20 Improving conditions for buses
- 3C.21 Improving conditions for walking
- 3C.22 Improving conditions for cycling
- 3C.23 Parking strategy
- 3D.1 Supporting town centres
- 3D.2 Town centre development
- 3D.3 Maintaining and improving retail facilities
- 3D.8 Realising the value of open space and green infrastructure
- 3D.10 Metropolitan Open Land
- 3D.11 Open space provision in DPDs
- 4A.1 Tackling climate change
- 4A.2 Mitigating climate change
- 4A.3 Sustainable design and construction
- 4A.4 Energy assessment
- 4A.5 Provision of heating and cooling networks
- 4A.6 Decentralised Energy: Heating, Cooling and Power.
- 4A.7 Renewable Energy.
- 4A.10 Overheating
- 4A.11 Living Roofs and Walls
- 4A.14 Sustainable drainage
- 4A.15 Rising groundwater
- 4A.16 Water supplies and resources
- 4A.19 Improving air quality
- 4B.1 Design principles for a compact city
- 4B.2 Promoting world-class architecture and design
- 4B.3 Enhancing the quality of the public realm
- 4B.5 Creating an inclusive environment
- 4B.9 Tall buildings – location
- 4B.10 Large-scale buildings - design and impact
- 4B.11 London's built heritage
- 4B.12 Heritage conservation
- 4B.13 Historic conservation-led regeneration
- 4B.15 Archaeology
- 4B.16 London View Management Framework
- 4B.17 View management plans
- 4B.18 Assessing development impact on designated views
- 5B.1 The strategic priorities for North London
- 5B.2 Opportunity Areas in North London
- 6A.4 Priorities in planning obligations
- 6A.5 Planning obligations

APPENDIX 3A

REFERABLE PLANNING APPLICATIONS – MAYOR OF LONDON ORDER 2008

Borough councils in Greater London must refer to the Mayor any planning applications received on or after 6th April 2008 which meet one or more of the following criteria:

New Housing

- Any development comprising or including over **150 units** (houses or flats)
- Departure involving provision of residential units **adjacent to waste site**

Other New Uses

(e.g. retail, industry, offices)

- **100,000 sq.m.** in the City
- **20,000 sq.m.** in the rest of central London.
- **15,000 sq.m.** outside of Central London

New Tall Buildings

- **25m** adjacent to the River Thames.
- **150m** anywhere else in the City.
- **30m** elsewhere.

Existing Tall Buildings

- Increase of **15m**, if then above the appropriate threshold for new tall buildings.

Mining

- **10 hectares** (winning and working of minerals in, on or under the ground).

Waste

- capacity more than 5,000 tonnes per annum of **hazardous waste**
- capacity more than 50,000 tonnes per annum of **other waste**
- waste development occupying more than **one hectare** / 10,000 sq.m
- Departure involving **05ha / 5,000 sq.m**
- Departure involving **2,000t** (hazardous waste) or **20,000t** (other waste).

Transport

- Aircraft runway, Air passenger terminal at an airport or Heliport
- Existing air passenger terminal capacity increase of 500,000 passenger p.a.
- Railway station; Tramway; underground, surface or elevated railway; cable car.
- bus or coach station.
- Storage or distribution (B8) occupying more than 4 hectares.
- River Thames crossing (over or under).
- Thames passenger pier.
- Depot to store more than 70 buses/coaches **or** occupies more than 0.7ha
- Departure involving loss of bus/coach depot as above

APPENDIX 4

CAMDEN UNITARY DEVELOPMENT PLAN 2006 POLICIES

PART 1-STRATEGIC POLICIES

S1 - Sustainable development
 S2 - Sustainable development
 S3 - Sustainable development
 S4 - Housing
 S5 - Housing
 S6 - Housing
 S7 - Built environment
 S8 - Natural environment
 S9 - Transport
 S10 - Transport
 S11 - Town centres, retail and entertainment
 S12 - Town centres, retail and entertainment
 S13 - Economic activities
 S14 - Economic activities
 S15 - Community uses, leisure and tourism
 S16 - Community uses, leisure and tourism
 S17 - Community uses, leisure and tourism
 SRC1 - Regent's Canal

SECTION 1 - SUSTAINABLE DEVELOPMENT

SD1 - Quality of Life
 SD1A - Sustainable communities
 SD1B - Regeneration
 SD1C - Access for all
 SD1D - Community Safety
 SD2 - Planning obligations
 SD3 - Mixed-use development
 SD4 - Density of development
 SD5 - Location of development with significant travel demand
 SD6 - Amenity for occupiers and neighbours
 SD7 - Light, noise and vibration pollution
 SD7A - Light pollution
 SD7B - Noise/vibration pollution

SD8 - Disturbance
 SD8A - Disturbance from plant and machinery
 SD8B - Disturbance from demolition and construction
 SD9A - Air quality
 SD9B - Water
 SD9C - Use of energy and resources
 SD10A - Hazardous substances
 SD10B - Contaminated land and uses
 SD10C - Unstable land
 SD11 - Waste management facilities
 SD12 - Development and construction waste
 SD12A - Development and waste
 SD12B - Reuse of construction waste
 SD13 - Aggregate facilities

SECTION 2 - HOUSING

H1 - New housing
 H2 - Affordable housing
 H3 - Protecting existing housing
 H4 - Protecting affordable housing
 H5 - Conversion to short stay accommodation
 H6 - Protection of houses in multiple occupation
 H7 - Lifetime homes and wheelchair housing
 H8 - Mix of units
 H9 - Hostels
 H9A - New hostels
 H9B - Loss of hostels
 H10 - Accommodation providing an element of care
 H11 - Gypsies and travellers

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 B2 - Design and layout of developments large enough to change their context
 B3 - Alterations and extensions

B3A - Alterations and extensions
 B3B - Townscape features
 B4 – Shopfronts, advertisements and signs
 B4A - Shopfronts
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N8A - Ancient woodlands
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 T1B - Transport Assessments
 T1C - Travel plans
 T1D - Clear Zone Region
 T2 - Capacity of transport provision
 T3 - Pedestrians and cycling
 Map 4 Strategic Cycle Routes in Camden
 T4 - Public Transport
 T4A - Public transport and development
 T4B - Provision for public transport
 T5 - Transport interchanges
 T6 - Maintenance and storage of public transport equipment
 T7 - Off-street parking, city car clubs and city bike schemes
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 T9 - Impact of Parking
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 T9A - Impact of off-street parking
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 C3A - Location of leisure development

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 SKC2
 SKC3
 SKC4

Local Policies

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 KC2 - Prioritisation
 KC3 - Economic activities
 KC4 - Housing
 KC5 - Transport
 KC6 - Transport accessibility and safety
 KC7 - Parking
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 KC9 - Design of transport services and features
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SECTION 10 - REGENT'S CANAL

RC1 - Character and vitality of Regent's Canal
 RC2 - Building use along Regent's Canal
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SECTION 11 - PROPOSALS SCHEDULE

LU1 - Schedule of land use proposals

SECTION 12 - TRANSPORT PROPOSALS

TP1 - Schedule of transport proposals

Appendix 2 - Significant travel demand
and transport assessments

APPENDICES

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thresholds

APPENDIX 5

CAMDEN PLANNING GUIDANCE RELEVANT TO EUSTON

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Design	65
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Energy and onsite renewable facilities	74
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Lifetime homes and wheelchair housing	105
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APPENDIX 6

EXTRACT FROM CAMDEN COMMUNITY STRATEGY

A series of objectives for the LDF Core Strategy guide the delivery of the Community Strategy vision:

A sustainable Camden that adapts to a growing population

- To manage growth in Camden so that it meets our needs for homes, jobs and services, is supported by necessary infrastructure and maximises the benefits for the local area and community and the borough as a whole.
- To promote high quality, sustainable design and physical works to improve our places and streets and preserve the unique character of Camden and the distinctiveness of our valued places.
- To make sure that development in Camden achieves higher environmental standards.
- To provide homes to meet housing needs as far as possible in terms of affordability, the type of properties built and the mix of sizes.
- To better plan for and manage our waste, including through working with our partner boroughs in the North London Waste Authority.
- To improve and protect Camden's parks and open spaces and promote the diversity of plant and animal species in the borough.

A strong Camden economy that includes everyone

- To strengthen Camden's nationally-important economy while seeking to reduce inequalities within the borough, with jobs, skills, training and education opportunities available to everyone.
- To support the success of Camden's town and neighbourhood centres

A connected Camden community where people lead active, healthy lives

- To promote the high levels of amenity and quality of life that make Camden such a popular place to live
- To secure mixed, balanced areas with a sense of community, avoid polarisation in the borough and promote equality of opportunity
- To support improvements to the health and wellbeing of Camden's population
- To reduce congestion and pollution in the borough by encouraging more walking and cycling and less motor traffic

A safe Camden that is a vibrant part of our world city

- To support Camden's valuable contribution to London's regional, national and international role and make sure that this brings benefits to the borough and its residents.
- To promote the safety and security of those who live in, work in and visit Camden, while maintaining the borough's vibrancy.

The 'borough of opportunity' approach contains the many ways of helping to meet the needs of communities and individuals experiencing disadvantage and social exclusion, including:

- Buildings, streets and transport systems that are accessible for all
- Measures to make places safer
- Good quality housing, affordable homes and housing for specialist needs
- Improving access to employment and training opportunities
- Ensuring access to community and recreational facilities
- Measures to protect and improve amenity and quality of life

The Strategy identifies that “we need to adapt to economic and population growth in a way that reduces our carbon footprint, preserves our green spaces, meets the need for housing in the borough and strengthens the infrastructure needed to support our community”.

APPENDIX 7

COMMUNITY BUILDINGS IN THE EUSTON OPPORTUNITY AREA

These tables provide information about buildings providing community services (community centres, play facilities, youth clubs, libraries, services for older people) within walking distance of Euston Station in Regents Park and Somers Town wards. The building descriptions and notes on building condition and investment opportunity are based on information provided by user organisations to the Council's Regeneration and Partnerships Division in Autumn 2008.

Regents Park Ward

Organisation	Description	Building	Services	Present condition/opportunity
Surma Community Centre, 1 Robert Street, NW1	Voluntary sector managed community centre providing services to local Bengali residents	Purpose built centre on two levels comprising offices, groundfloor meeting space, large hall on the first floor.	Advice, adult education, health sessions, including doctor's surgery, youth club.	The centre management committee are seeking funding to improve the entrance and lobby area, replace cages over windows and improve facilities within the building so as to enable wider community use,
The West Euston Partnership One Stop Shop, Hampstead Road (corner with Robert Street) NW1	Advice centre, also provides office accommodation for the West Euston Partnership	Currently housed in a temporary portacabin, but due to move to new purpose-built accommodation	Advice and guidance on job hunting, careers, education and training for adults and young people aged 13 – 19 years.	WEP is due to move to new purpose built accommodation in Hampstead Road which will be provided by British Land within their Regents Place development.

The West Euston Healthy Community Project (also known as the H-pod) Cumberland Market, NW1	Healthy living centre provided by the West Euston Partnership, Camden Primary Care Trust and Sure Start Euston	Single storey building situated on the edge of open space next to the Regents Park Medical Centre	Range of services, including health information, exercise classes, mother and toddler drop in sessions	New purpose-built healthy living centre
The Third Age Project, the Crypt Centre, basement of St Mary Magdalene Church, Munster Square, NW1	Voluntary sector organisation providing services mainly to people aged 60 and over	Crypt in the basement of St Mary Magdalene Church	Range of services for older people including a lunch club, exercise classes, a Good Neighbour scheme, social events	The Crypt was refurbished in 1997 with funding from the Single Regeneration Budget and the Church Urban Fund.
Regents Park Children's Centre, Augustus Street, NW1	Nursery. Council-run service	Purpose built nursery centre. New first floor extension.	Nursery offering full day care with places for children aged 6 months to 3 years; nursery class with places for children aged 3 – 5 years, after school care for children attending nursery classes at local Schools.	Long waiting list for day care places. New first floor extension has enabled the Centre to expand places, and there is no room for further expansion on the site.

Regents Park Library, Compton Close, off Robert Street, NW1	Public library: Council-run service	Purpose built single storey building, including library, children's library and learning centre with 12 personal computers	Library, children's library, activities for under 5s, homework club, learning centre with providing free internet access and computer learning sessions	Building is approximately 30 years ago and in need of modernisation. While there is no room for expansion on the site, there is scope for investment to enable better use of facilities within the building, including an extension of facilities for adult learning and facilities for children.
Samuel Lithgow Youth Centre, 69-75 Stanhope Street, NW1	Voluntary sector managed building which provides a range of services for children and young people	Purpose built community centre on two floors.	Services are listed below	In 2008 Samuel Lithgow secured funding from the Big Lottery, from a S106 planning agreement, from the Council's capital funding pot and from charitable sources to fund the construction of a two storey extension and the refurbishment of facilities within the existing building. Building scheduled to complete in November 2009.
Regents Park After School Club, Samuel Lithgow Youth Centre, as above	Regents Park after school club -- statutory service provided by LBC Play Service	Activities take place in the Samuel Lithgow Youth Centre – see Samuel Lithgow entry for buildings description	After school club Monday to Friday during term time and holiday project for children aged 4 – 12 years. Service is over-subscribed with high demand from working parents.	See comment for Samuel Lithgow Youth Centre
Regents Park Transitions Project, Samuel Lithgow Youth Centre, as	After school club. Mainstream service provided by LBC Play	Activities take place in the Samuel Lithgow Youth Centre – see Samuel Lithgow entry for buildings	After school club for children aged 9 – 13 years.	See comment for Samuel Lithgow Youth Centre

above	Service.	description		
Samuel Lithgow Youth Club, Samuel Lithgow Youth Centre	Voluntary sector Youth Club. supported by LBC Youth Service	Activities take place in the Samuel Lithgow Youth Centre	Youth Club for young people aged 13 - 19	See comment for Samuel Lithgow Youth Centre

Somers Town and St Pancras Ward

Organisation	Description	Building	Services	Present condition/opportunity
Somers Town Community Centre 150 Ossulston Street NW1	Voluntary sector managed community centre	Purpose built centre comprising large hall (capacity 80), two smaller meeting rooms, café area, kitchen, offices.	Range of activities including Sure Start drop in for under 5s, baby café, after school club for 8 – 13 years, pensioners drop in and lunch club, adult education classes	Some recent improvements carried out, including improvements to the creche facilities and main entrance onto Ossulston Street, but remaining areas need upgrading. The centre management committee is currently seeking funding for a new community café and improved entrance/reception area.
St Pancras Community Centre, 30 Camden Street, NW1.	Voluntary sector-managed community centre	Offices, main hall, bar, kitchen, rear hall, first floor hall, basement, storage.	Range of activities, including a lunch club, good neighbour scheme and other services for older people, a drop in club for families with under 5s, CAB sessions, and the St Pancras Youth Project.	The buildings are now 35 years old and the layout no longer meets current needs. Parts of the basement are damp and cannot be used. The Centre Management committee is currently seeking funding for refurbishment work, including improvements to the entrance area, upgrading the basement area for use by the youth project, and creation of community rooms on the mezzanine balcony.
Hopscotch Asian	Voluntary sector	Building arranged over four floors.	Offers advice and family support	Building is unsuitable for its present use, with poor disability access. External and internal

Womens Centre, 42 Phoenix Road, NW1	managed family centre	No lift. Includes dining room, kitchen and nursery on basement and ground floor, training room, offices and meeting room on the first floor. Hopscotch lease the building from a private landlord..	particularly for Asian women and children. Nursery. The centre was originally established to meet the needs of Asian women and families, but is now open to people from all communities.	stairs make access difficult for families with young children. Single glazing and poor insulation. Small building footprint so there is limited scope for improving access arrangements or improving facilities.
Hill-Wood Day Centre, 1 Polygon Road, NW1 1QH	Day centre for older people	Purpose built day centre for older people. Building owned by St Pancras Housing Association and leased to Age Concern Camden	Day opportunities for older people, including lunch provision, social activities, keep fit, Asian men's advice group, income maximisation group	Purpose built day centre. No room for expansion within the site.
Training Link, 54-56 Phoenix Road, NW1	Voluntary sector training and employment centre	Occupy two shops units, housing a training room, an office and a small classroom.	Deliver a range of courses English for speakers of other languages, numeracy and literacy, introduction to IT, European Computer Driving Licence	The premises are relatively cramped and restrict the number and range of courses Training Link is able to offer, but no opportunity for expansion within the site.

Somers Town Community Sports Centre, Chalton Street, NW1	Council-owned sports centre, managed by Univesity College London	Purpose built sports centre	Range of indoors sports facilities, including 5-aside football, short tennis, keep fit, self defence	Somers Town Sports Centre is due to become part of the enlarged South Camden Community School site as part of the Building Schools for the Future programme. It is intended that the Centre's facilities will continue to be available for community use as part of the extended schools programme.
Plot 10 Play Centre, 128 Chalton Street, NW1	Voluntary sector managed play project	Buildings consist of a one storey log cabin style play hut, three smaller huts used for activities and an adventure playground. The land is owned by the Council; Plot 10 own the buildings.	After school club for children of primary age, breakfast club, holiday play scheme, girls club, NVQ training. Big demand for services and waiting lists for after school club and holiday play schemes	Buildings are 30 years old, in poor condition and in need of major refurbishment or replacement. Building is located on open space, and there is limited opportunity to increase the amount of internal space available.
Somers Town Youth Club, Medburn Centre, Chalton Street, NW1	Council-run youth club – service provided by LBC Youth and Connexions Service	Youth club in converted school building, including main hall, weights room, café area, arts room, kitchen, IT suite with internet access.	Youth club open five nights a week for young people aged 11-21, counselling, music skills, sports activities.	Due to be relocated to a new building within the South Camden Community School site as part of the planned expansion of South Camden Community School under the Building Schools for the Future programme.
Sure Start Children's Centre Euston, 45-47 Polygon	Council-run Children's Centre	Purpose built centre on two storeys, including outside play area	Range of services for families with children aged 0-5 years, including advice sessions, drop-in	Modern purpose built centre

Road, NW1			services.	
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APPENDIX 8

SUMMARY OF REPOSNES RECEIVED FROM BENGALI

WORKERS ASSOCIATION (responses are taken from BWA questionnaire)

157 responses were received in total

HOUSING		
Is your housing adequate for your needs?	No 22	Yes 17
If No, why not?	Overcrowded, lack of Space for children, too small, more housing needs, small rooms.	
Do you believe that more housing should be built as part of local developments?	Yes 29	No 1
Should this housing be Council/ Housing Association/ private rental/ private owned?	Council 10; Council Housing / housing association 18; All types of housing	
HEALTH		
Do you feel that local health provision is meeting your needs?	No 7, Yes14No/Yes/Not quite 3	
How could it be improved?		
appointments to be quicker	bengali services	more provisions for elderly
health provisions open til late	bengali speaking service run from community centres	need to deliver by community centres
appt + customer service in gps	faster waiting time	serve by community centres
appt time + dates, friendly service	should be delivered by voluntary organisations	serve by voluntary organisations
appt time + dates, service more friendly	appointments to be quicker & appt + customer service in gps	health provisions open til late
attitude of doctors to bme group	more activities at community org	run from community centres
bengali doctors	more bangladeshi doctors	more provision at community orgs

EDUCATION		
Are you satisfied with local schools?	No 3	Yes 18
How could they be improved? more discipline involved with comm groups building work newsletter for parents bigger open spaces for sports more qualified teachers bigger schools need more schools for local area bengali+ arabic classes		
Should South Camden School be expanded or should a new school be built South of Euston Road?	Yes 18; expanded 2; not sure 2; refurbishment 2; South of Euston Road 1	
YOUNG PEOPLE		
Are there enough places for young people round here to go?	No 23	Yes 5 Not sure 3
What would you like to see for young people to do?		
more detached services	workshops and trips	
work with community people	separate place for them	
work with community people	better behaviour	
productive activities	get involved with local youth provisions	
more for bangladeshi	more activities/courses	
change in their attitude	community work support in higher education	
youth groups in community centres	activity	
youth groups in community centre	need new establishment	
more funding for activities	more activity	
community work	fit enough with health and education	
separate place for them	workshops and trips	
better behaviour	separate place for them	
more detached services	better behaviour	
work with community people	get involved with local youth provisions	
work with community people	more activities/courses	
productive activities	more for bangladeshi	
Does the Anti Social Behaviour Curfew solve the problems?	Yes 8 No 12 Partly 4 Don't know 1	

CULTURALLY APPROPRIATE SERVICES?	
Do you need a new building for BWA?	Yes 134
If yes, why?	
Building is very dated and old	Yes 134
More inclusive services needed	Yes 125
Leading BME organisation in the area	Yes 123
Space for culturally appropriate activities	Yes 117
Activities for Youth	Yes 87
Activities for Old	Yes 109
Activities for Women	Yes 112
Facilities for Disabled persons	Yes 112
Culturally appropriate Indoor Leisure complex	Yes 130
Culturally appropriate Health Promotion Services	Yes 130
Making local voluntary organisation stronger (Allocating capital and revenue funding)	Yes 114
BUSINESS & SOCIAL ENTERPRISE	
What would you like to see more of in the area?	
More space should be allocated to local people and local needs	Yes 48
Affordable rent and rates	Yes 52
Easy access including disabled	Yes 48
Women friendly	Yes 46
Shops and social enterprise	Yes 83
Anything else?	
Mosque	Yes 128
Shohid Minar	Yes 98

APPENDIX 9

CAMDEN TRAVEL PLAN REQUIREMENTS

- A9.1 Travel Plans can assist developments in reducing the impact they have on the transport system. By managing the daily trips generated by development, placing emphasis on more sustainable methods, smarter approaches and improved information the number of trips can be reduced and more efficiently scheduled and the impact on the environment reduced.
- A9.2 Traditionally vehicle journeys are the primary concern, however due to the increase in car-free development, there has been a shift in London towards an emphasis on reducing congestion on the public transport network and promoting more sustainable forms of transport such as walking and cycling. This is particularly pertinent in areas suffering from peak congestion such as Euston.
- A9.3 Common forms of travel plans are Residential Travel Plans, Workplace Travel Plans, Leisure Travel Plan and School Travel Plans. However, travel plans can be developed and tailored toward almost any type of development. They are particularly effective the larger a development is.
- A9.4 The key elements of a Workplace Travel Plan are:
- (a) Corporate/management support and commitment
 - (b) Designated Travel Co-ordinator
 - (c) Consultation on the Plan
 - (d) Staff, residents and visitor Travel Surveys - baseline & monitoring
 - (e) Targets – challenging but achievable
 - (f) Promotion of the package to the workforce, residents and visitors
 - (g) Monitoring – on-going to check & maintain progress and development.
- A9.5 Although not limited to and not applicable to all types of travel plans, some possible measures that can be included in travel plans for promoting sustainable travel are:
- (a) Minimal car parking and car-free development.
 - (b) Improved access to public transport information.
 - (c) A communication strategy detailing how sustainable transport and travel plan issues will be promoted.
 - (d) Improved financial benefits for cyclists for example mileage allowances, 0% purchase loans and salary sacrifice initiatives to assist with bicycle purchase.
 - (f) Car clubs and using cleaner fuels and pool bikes.
 - (h) Increased tele-working & tele-conferencing.
 - (j) Public transport promotion and initiatives including interest-free season ticket/travel card loans.
 - (k) Cycle prioritisation and provision of facilities such as secure parking, showers, lockers and maintenance and repair.
 - (l) Walking encouragement and provision of route information for both commuting and leisure to increase trips by this mode.