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Appendices

Appendix 1. Policy Replacement Schedule

Policy Reference	Updated policy/ New policy reference
Strategic Principle EAP1: Land use strategy	Strategic Principle EAP1: Land use strategy
Strategic Principle EAP2: Design strategy	Strategic Principle EAP2: Design strategy
Strategic Principle EAP3: Transport strategy	Strategic Principle EAP3: Transport strategy
Strategic Principle EAP 4: Environment and open space	Strategic Principle EAP 4: Environment Strategic Principle EAP 5: Open Space
Places 4.1 Euston Station and tracks	Places 4.1 Euston Station and tracks
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Places 4.5 Regents Park Estate	Places 4.5 Regents Park Estate
Places 4.6 Ampthill and Mornington Crescent Station	Places 4.6 Ampthill and Mornington Crescent Station
Places 4.7 West Somers Town	Places 4.7 West Somers Town
Places 4.1 Euston Station and tracks	Places 4.1 Euston Station and tracks
Places 4.2 Euston Road	Places 4.2 Euston Road
Places 4.3 Camden Cutting	Places 4.3 Camden Cutting
Places 4.4 Drummond Street and Hampstead Road	Places 4.4 Drummond Street and Hampstead Road
5. Delivery, planning benefits and monitoring	5. Delivery, planning benefits and monitoring

Site Allocations Plan 2013

Policy Reference	Updated policy/ new reference	Site allocation Reference
Site 9 – Euston Station, Euston Road	Places: 4.1	EA1
Site 10 – BHS Warehouse, 132 - 140 Hampstead Rd and 142 Hampstead Rd	Places: 4.1	EA1
Site 11 – Granby Terrace Depot	Places: 4.3	EA7
Site 12 – 110 - 122 Hampstead Road (Former National Temperance Hospital)	Places 4.1 & 4.4	EA1
Site 13 – 1-39 Drummond Crescent (Euston Traffic Garage)	Not applicable – Development completed	N/A
Site 14 – Westminster Kingsway College, Regent's Park Centre, Longford Street	Places: 4.5	EA11
Site 15 – Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East / Augustus St	Not applicable – no prospect of site coming forward	N/A

Appendix 2. Delivery Plans - Summary Table

The table below sets out delivery information for the individual projects identified in this Plan. Please note that the information provided is indicative only and could be subject to change as further details are developed regarding potential funding sources, timing and detailed scope of each project.

This Area Action Plan will run until 2051. For phasing purposes this has been divided into the following three periods, which are referred to in the delivery strategies for each area:

 Short term (S): 2031

 Medium term (M): 2031-2041

 Long term (L): 2041+

Key partners identified in the table are:

- LBC: London Borough of Camden
- TfL: Transport for London
- HS2 Ltd
- NR: Network Rail
- DfT: Department for Transport
- Master Development Partner: NR/HS2/DfT development partner to deliver over- site and adjacent to the station development

It should be noted that all of the infrastructure identified in Section 3 of the plan, is picked up in the table on a place by place basis, to avoid repetition.

The table below identifies whether the infrastructure has predominantly local or national benefits. There is a need to distinguish between national infrastructure projects and those projects which will have local public benefits. It is important to note that the national infrastructure projects should not negate from the delivery of local infrastructure.

The High Speed Rail Act 2017 grants powers to build and maintain HS2 and its associated works. Through the Parliamentary process, Camden secured a package of mitigation, compensation and local management measures to prevent or minimise the impacts of construction. These mitigations should not affect the local benefits that should be provided as part of future development.

4.1 Delivery Plan: Euston Station and Tracks

Key references: Section 4.1, Development Principle EAP1, Figures 4.2

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA1: Euston Station and Tracks (Phase 3a) Sites adjacent to or above HS2 Station, and NR concourse New HS2 station and NR concourse redevelopment, with decking where required, to allow adjacent or over- site mixed use commercial development	HS2 Ltd, NR, DfT / Master Development Partner (MDP)	New HS2 station and NR concourse redevelopment: HS2/ NR/DfT Decking funded by development above and/or additional public infrastructure funding <i>This is an infrastructure project with national benefits</i>	M	Adjacent station development would minimise interdependencies between the delivery of development sites and stations. Over station development to be integrated with station redevelopment and relies on provision of decking above the station to support it.
EA1: Euston Station and Tracks (phase 3b) Sites above eastern part of NR station (trainshed adjacent to Eversholt Street) Station (trainshed) redevelopment with decking to allow over- site mixed use residential and commercial development	NR, DfT / MDP	NR Station (trainshed) redevelopment: NR/DfT Decking funded by development above and/or additional public infrastructure funding	M - L	Over station (trainshed) development to be integrated with station redevelopment and relies on provision of decking above the station to support it.
EA1: Euston Station and Tracks (phase 3c) Sites above NR eastern trainshed and Parcel Deck	NR, DfT / MDP	Station (trainshed and parcel deck) redevelopment: NR/DfT	L	Not currently in Network Rail's business case planning

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Redevelopment of NR parcel deck and tracks to allow over-site commercial led mixed use development		Decking funded by development above and/or additional public infrastructure funding.		
EA2: Royal Mail site	Landowner (currently Royal Mail)	Landowner funded	S - M	Landowner has confirmed that site is available and that there are active discussions to take this forward. Site is therefore considered to be available.
Land uses (see also Section 3.2; Strategic Principle EAP1)				
Knowledge economy uses: A combination of knowledge priority growth sector uses is required to support continued growth and success of the Knowledge Quarter.	MDP, and other land owners	On site provision	M - L	See also Section 3.2/ SP EAP1 (Economy and employment) Opportunities for short term delivery as meanwhile uses
Employment support: Construction training, skills training, job brokerage	NR/DfT/HS2 Ltd/ MDP, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, Knowledge Quarter, landowners	S106/ CIL	M - L	See also Section 3.2/ SP EAP1 (Economy and employment)
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Health / Education: CIL contribution to meet	MDP		M - L	To fund facilities in the wider area

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
requirements generated by development				
Other social Infrastructure provision to meet needs generated by development (e.g. health)	MDP	On site provision/ CIL	M - L	On-site provision or CIL contributions towards wider enhancements as appropriate
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
High Speed Two services National rail services improvement	HS2 Ltd. / NR	HS2 Ltd, NR, DfT <i>This is an infrastructure project with national benefits</i>	M - L	
Enhanced rail station facilities. Network Rail concourse, platforms and service deck reorganised and rebuilt	HS2 Ltd. / NR	HS2 Ltd, NR, DfT	M - L	
Bicycle parking zones for the station	TfL / HS2 Ltd. / NR	HS2 Ltd/ NR/ TfL	M - L	
Bicycle parking for new developments	MDP, landowners	MDP	M - L	Development Partner to install cycle parking in line with requirements of development Plan
New and enhanced public realm, walking and cycling links. To include delivery of key routes, new/ improved crossings, wayfinding	HS2 Ltd/ NR/ MDP	HS2 Ltd/ NR S106/ CIL	M - L	To be delivered as part of comprehensive redevelopment of Euston Station and Tracks site. HS2 delivery/ funding of measures would be provided insofar as they relate to work authorised by the HS2 Act .

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Crossrail 2 (delivery and station integration)	TfL	Various, including DfT, TfL and CIL	L	
London Underground enhancements (ticket hall and platform access)	HS2 Ltd with TfL	HS2 Ltd	M - L	
Sub surface link to Euston Square station	HS2 Ltd with TfL	HS2 Ltd	M - L	
Enhanced and new bus facilities (stops/stands etc)	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M - L	See also Sections 4.2
Taxi drop off/ pick up facilities	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M - L	See also Sections 4.4 and 4.7
Sustainable freight infrastructure	HS2 Ltd/ NR with TfL / MDP	NR, TfL, MDP, S106/ CIL	M - L	
Environment and Open Space (see also Section 3.5/ Strategic Principle EAP4/ and Section 3.6 / Strategic Principle EAP5 /Figures 3.7)				
Open spaces (maximum on-site provision within the red line boundary of a development masterplan Financial contributions towards provision elsewhere including Camden Cutting)	MDP, LBC, HS2 Ltd	Master Development partner	M - L	
Urban greening (on streets as part of public realm works)	LBC/HS2/ MDP / NR	HS2/ MDP	M - L	To be delivered as part of station/ adjacent or over-station development

4.2 Delivery Plan: Euston Road

Key references: Section 4.2, Development Principle EAP2, Figure 4.3

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
New or improved frontages	Various owners	Landowner funded	S - L	New or improved frontages
EAP4: 250 Euston Road	Landowner	Landowner funded -	M	Site promoted through call for sites. Site is therefore considered to be available.
EA5: Euston Square Hotel	Landowner	Landowner funded	S - M	Ongoing discussions with landowner. Site is therefore considered to be available.
EA3: The Place and Premier Inn	Landowners	Landowner funded	S - M	Site promoted through call for sites. Site is therefore considered to be available.
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education contributions, health facilities and other social infrastructure	Landowners / NHS	Landowner / CIL / S106	S - M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
Public realm, pedestrian and cycle improvements (new / improved Euston Road crossings; wider pavements and decluttering; east-west cycling enhancements) Reallocation of	TfL and LBC through Euston Healthy Streets	HS2 Ltd/ NR / Euston Partnership/TfL, S106/ CIL	S - L	Timing to complement delivery of HS2.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
road space to sustainable modes and accompanying measures to reduce private vehicle traffic.				
Bicycle parking	TfL/Camden	HS2 Ltd/ NR, TfL, CIL/ S106	S - M	
Gordon Street pedestrianisation	HS2 Ltd with LBC	HS2 Ltd/ NR, S106/ CIL	M - L	
New London Underground entrance at Gordon	HS2 Ltd with TfL	HS2 Ltd/ NR, TfL	M - L	
New sub surface crossing under Euston Road	HS2 Ltd with TfL	HS2 Ltd	M - L	To be provided alongside delivery of HS2
Wider connectivity enhancements	LBC/ and TfL through Euston Healthy Streets	HS2/NR/Euston Partnership/TfL/ S106/CIL	S - L	
Enhanced bus facilities	HS2 Ltd with TfL	TfL, HS2/ NR	M	
Environment / Open Space (see also Section 3.6/ Strategic Principle EAP 5 / Figure 3.7)				
Reinstatement and enhancements to Euston Square Gardens	HS2 Ltd, NR, and/or MDP	HS2 Ltd and/or MDP	M	Gardens to be reinstated as soon as practically possible following construction.
Greening Euston Road	TfL and LBC through Euston Healthy Streets	S106, CIL	S - L	

4.3 Delivery Plan: Camden Cutting

Key references: Section 4.3, Development Principle EAP3, Figure 4.4

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA6, EA7 & EA8: Camden Cutting: Residential-led development	Master Development Partner (MDP)	MDP	M	Linked to delivery of works to railway tracks associated with HS2/ Network Rail station redevelopment
Social Infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education: financial contribution to meet requirements generated by development	LBC/ MDP	CIL	M	To be implemented in conjunction with Camden Cutting development
Health facilities: on site provision or financial contributions to wider enhancements, to meet needs generated by development	NHS/ MDP	CIL	M	To be provided in conjunction with Camden Cutting development
Other social infrastructure: on site provision or financial contributions to wider enhancements, to meet needs generated by development	LBC/ MDP	CIL/ S106	M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New walking and cycling links	NR/ HS2 Ltd. Ltd/ Master Development Partner/TfL/LBC	HS2/NR/ Master Development partner/S106/CIL	M	To be provided as part of development

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Enhanced existing walking and cycling links	LBC	S106/ CIL	M	Likely to be implemented in conjunction with Camden Cutting development
New public squares	MDP	S106	M	To be provided as part of development
New/ improved crossings of Hampstead Road with Euston Healthy Streets	TfL/ LBC	HS2 Ltd/ NR, TfL, CIL/ S106	M	
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4 and Section 3.6 / Strategic Principle EAP5 / Figure 3.7)				
Langdale open space	HS2 Ltd.	HS2 Ltd.	M	Replacement open space provided as part of HS2 assurances
Net zero carbon development through low carbon and fossil fuel free heating and renewable technology	MDP	MDP /S106	M	On-site provision and/or financial contributions

4.4 Delivery Plan: Drummond Street and Hampstead Road

Key references: Section 4.4, Development Principle EAP4, Figure 4.5

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA9: Former Maria Fidelis school site	LBC/ LCR	Landowner	M	Meanwhile uses and longer term potential
EA1: Triangle site to the north of Maria Fidelis	Master Development Partner (MDP)	MDP	S	Site likely to be delivered in first phase of development.
West side of Cobourg Street: Frontage improvements	LBC/ various ownerships	Landowner and grant funding where available (tbc)	L	Longer term potential to enhance frontages
Shop front/ historic building enhancements	Various owners	Landowner and grant funding where available (tbc)	M	Shop fronts and historic buildings are mainly in private hands, therefore mainly a facilitation role.
Social Infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education contributions, health facilities and other social infrastructure	LBC/ MDP / NHS	Landowner / CIL / S106	S - M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New walking and cycling links	HS2 Ltd/ NR/ MDP	HS2 Ltd/ NR/ MDP	M - L	Would be provided in association with expanded station footprint redevelopment options
Bicycle parking	TfL/ LBC	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Drummond Street/ Cobourg Street	LBC with HS2 Ltd / MDP	HS2 Ltd/ LBC, MDP, S106/ CIL	S - M	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Euston Street area public realm enhancements, pedestrian priority	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	S - M	
Hampstead Road public realm, to include pedestrian crossings and junction works	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	M	
Hampstead Road: enhanced north-south cycle lanes/ tracks	TfL/ HS2 Ltd/LBC	TfL, HS2 Ltd, CIL/ S106	M - L	Also covers Camden Cutting and Ampthill sub areas
Taxi pick up/ drop off provision	HS2 Ltd with TfL and LBC	TfL/ HS2 Ltd/ NR	M - L	
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4/ and Section 3.6 / Strategic Principle EAP5 /Figure 3.7)				
Mitigation for the loss of St James Gardens due to HS2	HS2 Ltd	HS2 Ltd	M	Replacement open space to be agreed
Net zero carbon development through low carbon and fossil fuel free heating and renewable technology	MDP / Landowner	Landowner funded/ S106	S - M	
Drummond Street: HS2 mitigation measures (see also Section 3.2/ Strategic Principle EAP1)				
Interim measures during HS2 construction phase	LBC/ HS2 Ltd	HS2 Ltd	S - L	The Euston Town BID, funded by the HS2 Business and Local Economy Fund, are bringing forward projects to improve lighting and to address anti-social behaviour.

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Support for 'meanwhile uses'	LBC	Landowner/LBC	S - M	See also Section 3.2 ('Meanwhile uses')
Drummond Street shopfront/ historic building improvements	Various owners	Landowner funded and grants where available		Many Drummond Street shopfronts have been improved (funded by the HS2 Business and Local Economy Fund). To continue this work, further funding would need to be identified. Otherwise, mainly in private hands, and LBC have mainly a facilitation role.

4.5 Delivery Plan: Regents Park Estate

Key references: Section 4.5, Development Principle EAP5, Figure 4.6

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
Investigation of renewal/intensification opportunities across Regents Park Estate	LBC	LBC	S - M	Potential development or refurbishment opportunities in consultation with residents
EA11: Capital City College Permanent self-contained housing; re-provision of education facilities if required	Capital City College	Landowner funded	M - L	
EA12: Surma Centre Residential led Development with replacement community facility	LBC	LBC	S	
EA10: Regents Park Estate North (Refurbishment or redevelopment of Langdale Coniston and Cartmel with Stanhope Parade units and replacement Children's Centre)	LBC	LBC/ HS2 mitigations	S - M	
Enhanced shop fronts and introduction of more active uses: Hampstead Road	LBC/ various landowners	Landowner funded and grants where available	S - M	Some frontages within Camden ownership. Facilitation role for remaining privately owned frontages
Enhanced local centre/ shop fronts and	LBC/ various landowners	LBC through CIP or grant/lottery	S - M	Frontages within Camden ownership

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
introduction of more active uses: Robert Street		funding		(but leased to private businesses).
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Enhancements to existing community facilities	LBC	LBC/ S106/ CIL/ HS2 Ltd	M - L	
Education contributions, health facilities and other social infrastructure	LBC/ Landowners / NHS	Landowner / CIL / S106	S - M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
Enhanced existing walking and cycling links, long term aspirations for better links	LBC	HS2 Ltd/ LBC/ S106/ CIL	S - L	
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4/ and Section 3.6 / Strategic Principle EAP5 /Figures 3.7)				
Open spaces: implementation of open space strategy	LBC	LBC / MDP / HS2 Ltd	S	Open space strategy to sit alongside and support proposals for any new housing
Net zero carbon development through low carbon and fossil fuel free heating and renewable Technology.	LBC	LBC / S106	S - M	

4.6 Delivery Plan: Ampthill and Mornington Crescent Station

Key references: Section 4.6, Development Principle EAP6, Figure 4.9

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
EA13: Ampthill Railway Edge New residential development opportunity areas. Indicative capacity: approximately 120 homes	Master Development Partner (MDP)/ LBC	Landowner funded	M	Requires close working with the Council and residents of the estate
Investigation of renewal/intensification opportunities on Ampthill Estate	LBC	LBC	S - M	Potential development or refurbishment opportunities in consultation with residents
Eversholt Street retail frontage/ shop front enhancements	MDP/ LBC/ Landowner	MDP / Landowner/ Lottery or grants where available	S - L	
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Re- provision of Ampthill Community Hall / enhanced community facilities as required	Master Development Partner/ LBC	S106/ CIL	M	Linked to residential opportunity areas listed above
Education contribution, health facilities and other social infrastructure	LBC/ Master Development Partner / NHS	S106/ CIL	S - M	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New/ improved crossings at Hampstead Rd and Eversholt Street	MDP/ TfL/ LBC as part of Euston Healthy Streets project	S106/ CIL	M - L	
Enhanced pedestrian links between Mornington	TfL/ LBC as part of Euston Healthy Streets project	S106/ CIL	M - L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Crescent and Euston Station				
Other enhanced existing walking links	MDP/ LBC/ TfL as part of Euston Healthy Streets project	HS2 Ltd/ NR/ S106/ CIL	M - L	
Open Space (see also Section 3.6/ Strategic Principle EAP5/ Figure 3.7)				
Harrington Square: enhancements to setting and accessibility	LBC	S106/ CIL	L	
Greened roads and Euston Healthy Streets	LBC/ TfL	CIL/ S106	M - L	

4.7 Delivery Plan: West Somers Town

Key references: Section 4.7, Development Principle EAP7, Figure 4.8

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Development Sites				
Investigation of Churchway renewal/intensification	LBC	LBC	L	Camden Council to work with residents community
Eversholt Street active frontages (west side)	NR/ Master Development Partner (MDP)	NR/ MDP		to be potential as part of redevelopment of Euston station: see EAP Section 4.1/ Figure 4.2
Eversholt Street Shop front improvements (east side)	Various landowners	HS2 Ltd/ Landowner/ LBC/ Lottery or other grant funding where available	S - L	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
Enhanced existing walking and cycling links between Euston and St Pancras	TfL/HS2 Ltd/ NR/ LBC	HS2 Ltd/ NR, TfL (Crossrail 2), S106/ CIL, LBC	M - L	HS2 delivery/ funding to be provided. Funded as part of HS2/ LBC assurances
Eversholt Street highway and public realm Enhancements through Euston Healthy Streets	HS2 Ltd/ NR/TfL and LBC	HS2 Ltd/ NR, S106/ CIL		HS2 delivery/ funding to be provided
Eversholt Street: enhanced north-south cycle lanes/ tracks (also covers Ampthill sub area)	LBC/ TfL	HS2 Ltd/ NR, S106/ CIL	M - L	
Minimising Crossrail 2 construction impacts LBC, TfL, NR	LBC, TfL, NR		L	

Project	Delivery lead	Potential funding sources / delivery mechanisms	Time-scale	Notes
Chalton Street enhancements: Wayfinding, enhancements to market area	LBC	LBC/ S106	S - M	Some funding through GLA Future Neighbourhoods Project
Environment / Open Space (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)				
Eversholt Street greening and Euston Healthy Streets	HS2 Ltd / NR/ LBC/ TfL	HS2 Ltd / NR, S106/ CIL	M - L	

Appendix 3. List of Development Sites and Relevant EAP Sections

Existing redevelopment opportunities – site allocations



EAP reference	Site name	Chapter
EA1	Euston Station	EAP Section 4.1
EA2	Royal Mail	EAP Section 4.1
EA3	The Place and Premier Inn	EAP Section 4.2
EA4	250 Euston Road	EAP Section 4.2
EA5	Euston Square Hotel	EAP Section 4.2
EA6	Cutting at Park Village East	EAP Section 4.3
EA7	Granby Terrace Bridge/Hampstead Road	EAP Section 4.3
EA8	Cutting at Mornington Terrace	EAP Section 4.3
EA9	Former Maria Fidelis School	EAP Section 4.4
EA10	Regents Park Estate North	EAP Section 4.5
EA11	Capital City College	EAP Section 4.5
EA12	Surma Centre	EAP Section 4.5
EA13	Amphill Estate Railway Edge	EAP Section 4.6

Appendix 4. Camden and London Plan Policy and Objectives Checklist

The nine objectives for the Euston Area Plan have been adapted since the adopted 2015 to reflect consultation feedback, and the results of the sustainability appraisal process and in some cases objectives have been combined.

EAP vision and objectives and relevant London Plan policy chapters

London Plan 2021 Chapter	Euston Area Plan objective
Planning London's future – good growth	EAP objectives 1, 3 and 5
Spatial development patterns	EAP objective 3 and 5
Design	EAP objective 2 and 4
Housing	EAP objectives 1 and 3
Social infrastructure	EAP objectives 1 and 3
Economy	EAP objectives 1, 3 and 5
Heritage and culture	EAP objectives 2 and 4
Green infrastructure and natural environment	EAP objectives 6 and 7
Sustainable infrastructure	EAP objectives 6, 7 and 8
Transport	EAP objectives 7, 8 and 9
Funding the London Plan	EAP objective 5
Monitoring	EAP objective 3

EAP vision and objectives and relevant Local Plan policies

Draft new Local Plan chapter	Euston Area Plan Objectives
Development strategy – delivering healthy and sustainable development	EAP objectives 1, 3 and 5
Meeting housing needs	EAP objectives 1 and 3
Responding to the climate emergency	EAP objectives 6, 7
Supporting Camden's communities	EAP objectives 1 and 3
Delivering an Inclusive economy	EAP objectives 1, 3 and 5
The Natural Environment	EAP objectives 1, 3, 4 , 6 and 7
Design and heritage	EAP objectives 2, 3 and 4
Protecting amenity	EAP objectives 1, 6 and 7
Safe, healthy and sustainable transport	EAP objectives 1, 3, 5, 6, 7, 8 and 9
Delivery and monitoring	EAP objectives 1 and 3

Appendix 5. Glossary

Affordable housing:

Housing that is available below the market rate, including social rented housing, affordable rent and intermediate housing

Amenity:

The pleasant or normally satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents and visitors to the location.

AOD (above Ordnance Datum):

Used to specify heights above mean sea level on General Arrangement and other technical drawings.

Area Action Plan:

Area Action Plan is a local plan document produced by local authorities, such as Camden Council, which set out planning guidelines for areas where significant change is envisaged. It is required to be Examined by a Planning Inspector and should be prepared in consultation with local communities.

At-grade:

Street level

Avison Young Land Use (viability) study:

A study commissioned by the Euston team at Camden to do a review of land use mix and produce a land use mix report. In addition, the study provides a deliverability and viability assessment.

Blue roofs:

A type of roof designed to manage stormwater by temporarily storing rainwater and then gradually releasing it. This helps reduce the risk of flooding in urban areas where there are limited permeable surfaces for water to infiltrate.

Build to Rent:

New build residential blocks that are built specifically for renters rather than for sale.

Camden Local Plan:

A key strategic document that sets out the vision for shaping the future of the Borough and contains policies for guiding planning decisions. It was adopted in 2017 and has replaced the Core Strategy and Camden Development Policies Documents.

Camden Planning Guidance:

A set of guidance covering a range of themes which provides supplementary advice regarding how Camden's planning policies are implemented.

Circular economy:

Where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste.

Community Infrastructure Levy (CIL):

A charge that local authorities can impose on new developments to help fund the infrastructure needed to support the development.

Creative industries:

Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property (DCMS 2001)

Crossrail 2:

A proposed new high-frequency, high-capacity rail line linking the national rail networks in Surrey and Hertfordshire via an underground tunnel through London.

Design Code:

A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area. A design code for Euston should be developed by the Master Development Partner in partnership with the Council and local communities.

Embodied carbon:

The carbon footprint of a building or infrastructure project before it becomes operational. It is the carbon dioxide (CO₂) emissions associated with materials and construction processes throughout the whole lifecycle of a building or infrastructure.

Euston Area Plan (EAP):

A document which sets out objectives and planning policies to guide new development, improvements and change in the Euston Area. jointly developed by the Greater London Authority (GLA), Camden Council and Transport for London (TfL).

Camden Council adopted the Plan in January 2015 as a Local Plan. The Mayor of London also adopted the Plan as supplementary planning guidance to the London Plan in January 2015.

Euston Healthy Streets:

Euston Healthy Streets (EHS) is a joint project between Transport for London (TfL) and the London Borough of Camden (LBC). Its purpose is to carry out a strategic review of the streets surrounding Euston Station (Eversholt Street, Hampstead Road and Euston Road), in order to enable these streets to respond to regeneration and changing travel demands, in a way that is sustainable and meets Healthy Streets objectives.

Greater London Authority (GLA):

The GLA was created by the GLA Act of 1999 and formally established on 3 July 2000. The GLA Act of 2007 introduced additional and enhanced powers for the Mayor of London and the London Assembly in several areas including housing, planning, climate change, waste, health and culture.

Green infrastructure:

Green spaces and features, including open spaces, landscaping, urban green spaces and public realm; street trees; and green and brown walls and roofs.

Green and brown roofs:

Roofs that are specially designed and constructed to be waterproof and covered with material to encourage wildlife and to help plants grow.

Green roads:

Roads that incorporate sustainable and environmentally friendly practices to reduce their ecological impact.

Heritage asset:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

HS2 and HS2 Ltd:

HS2 is a High Speed rail link proposal which HS2 Limited, a company owned by the Department for Transport (DfT), are responsible for developing and promoting. The high speed rail link will terminate Euston Station, connecting London to the West Midlands during phase one and then extending the line to Crewe and Manchester during phase two.

King's Cross / Euston Road Central**London Frontage:**

Commercial shopping frontages which serve a similar role to a town centre, providing for local workers, residents and visitors.

Knowledge Quarter:

An area around Kings Cross, the Euston Road and Bloomsbury with over 100 academic, cultural, research, scientific and media organisations focusing on support for innovation, collaboration and knowledge exchange.

Legible London:

A new system of pedestrian signage that has been rolled out across Central London. It presents information in a range of ways, including on maps and signs, to help people find their way around the capital.

The London Plan:

The new London Plan was adopted in 2021 and is the overall strategic plan for London. It sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. It forms part of the development plan for Greater London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.

London View Management Framework**(LVMF):**

Supplementary planning guidance for the London Plan designed to help protect important views across the capital, from parks and other public spaces that take in important buildings, to urban landscapes that help define London.

Major developments:

Major developments are regarded as developments of 10 or more homes or a floorspace of 1,000sqm or more, including student housing and non-residential development.

Mayoral CIL:

A charge imposed on new developments in London to help fund major infrastructure projects. Developers pay this levy based on the additional floor space their projects create. The funds collected are used to improve transport and other essential infrastructure in the city.

Mobility hub:

Locations which provide shared, environmentally sustainable methods of travel, such as bike and e-scooter hire, dockless bikes, shared cargo bikes and other shared mobility services such as car club bays.

National Planning Policy Framework**(NPPF):**

Sets out the Government's planning policies for England and how these are expected to be applied. These are material considerations in all planning decisions.

Neighbourhood centre:

Designated local shopping area which provides for the day-to-day needs of people living, working or staying nearby. They are generally groupings of between five and fifty shops and service premises.

Net Zero:

The balance between the amount of greenhouse gases emitted into the atmosphere and the amount removed from it.

Opportunity Area Planning Framework (OAPF):

Opportunity Area Planning Frameworks are produced by the Mayor of London for areas identified as having significant potential to deliver new homes and jobs. Euston is identified as an Opportunity Area in the London Plan, therefore the EAP was produced as an Opportunity Area Planning Framework adopted by the Greater London Authority (GLA) in 2015.

Over Site Development:

The development of land or property above existing infrastructure, such as railway stations or other transport hubs.

Over-station/site development (OSD):

The area above Euston station that will be developed with new homes, offices, shops, leisure and community facilities and green spaces.

Permeability:

The ability to easily move through an area, usually by foot/ bicycle.

PHV:

Private hire vehicles

Planning Authority:

A public authority which is generally the local authority, in this case Camden Council, whose duty it is to carry out specific planning functions for a particular area.

Public realm:

This term relates to outdoor areas that are accessible to the public, including streets, pathways, right of ways, parks, squares, and open spaces.

Residents Advisory Group (RAG):

A community group created by Camden Council to bring together a diverse range of people from the Euston area to hear evidence, voice their views on issues and produce a set of recommendations to make changes locally.

Redevelopment of Euston Conventional Station (RECS):

A project to address current issues at the existing Euston station including insufficient passenger capacity, ageing assets and poor user experience as well as planning for future drivers such as passenger growth, interchange requirements and continuing operations. The new HS2 terminal will impact the conventional station by reducing the footprint and number of platforms available. The RECS project will set out a clear plan for temporary and permanent works to the existing station.

Retrofit:

Changing the systems or structure of a building after its initial construction and occupation. This work can improve amenities for the buildings occupants and improve the performance of the building.

Site allocations:

Camden's site Allocations document set out the Council's proposals for land and buildings on significant sites (including sites in the Euston area) which are likely to be subject to development proposals during the lifetime of the Local Plan. These allocations are intended to assist in delivering the priorities and objectives of the Council's Local Plan and the London Plan.

Section 106 (S106):

An agreement between a developer and LBC that ensures developers contribute to the infrastructure and services needed to support new developments.

Social infrastructure:

Covers a range of public facilities that are used by local communities, including schools, health facilities, and tenants' halls.

Social Value:

Social value provides additional benefits, for individuals and communities, generated by development beyond its primary purpose. This is generally split into three main categories – social, economic and environmental.

Outlining and monitoring Social Value commitments is an effective way to address concerns in these three areas and in doing so improve the quality of life of people.

Stations:

The combined HS2 and National Rail station site, unless otherwise stated.

Sustainable infrastructure:

The design, construction and operation of infrastructure projects in a way that ensures they are environmentally friendly, economically viable, and socially beneficial throughout their entire lifecycle.

Taxi rank:

Dedicated queuing area for taxis.

The Euston Partnership (TEP):

The Euston Partnership was established to better integrate the three major projects at Euston: HS2's construction of the central London terminus and improved tube connections, Network Rail's redevelopment of the mainline station and the wider development of the urban environment managed by the Master Development Partner (MDP), Lendlease.

The Partnership brings together the three projects alongside Camden Council, Transport for London, the Greater London Authority and the Department for Transport - providing a single guiding mind for the entire Euston Campus to ensure a collective effort to drive forward the benefits for all those who live, work and travel through Euston.

Transport for London (TfL):

TfL is responsible for planning and running London's public transport services. It also maintains and controls all of London's traffic lights, runs the congestion charge, maintains key roads and regulates London taxis and the private hire trade.

ULEZ:

Ultra Low Emissions Zone - A zone set by the Mayor of London and TfL where vehicles need to meet ULEZ emission standards or pay a daily charge in order to clean up London's Air. ULEZ operates 24 hours 7 days a week, covering all areas within the North and South Circular Roads.

Ultra Low Energy:

Using low energy methods, and allowing a very low and very efficient use of energy during operation and construction.

Viability:

Whether a development could realistically be brought forward for development, taking into account site capacity, constraints, and developer profit.

Wayfinding:

Visual markers or information points facilitating pedestrian and cyclist navigation.

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