

Euston Area Plan Topic Paper

October 2025

Introduction

- 1.1 The Council is reviewing the Camden Local Plan 2017, which provides the current basis for the Council's planning decisions and sets the framework for future development in the borough. The review will ensure that Camden continues to have robust and up-to-date planning policies that align with Council priorities. Planning legislation requires that policies in local plans should be reviewed every five years to consider whether they need updating and should then be updated as necessary.
- 1.2 This topic paper has been prepared to support Policy S2 Euston Area in the Camden Local Plan Proposed Submission Draft 2025. The purpose of this topic paper is to provide additional background information to the Planning Inspector on the relationship between the Camden Local Plan and the Euston Area Plan to provide further justification for the approach taken.

Background

- 2.1 Currently, Camden's development plan comprises the Local Plan 2017, Site Allocations Plan 2013 (which allocates sites for development in Camden, including at Euston) and the Euston Area Plan 2015, in addition to other documents.
- 2.2 The new Local Plan sets out the Council's vision for future development in Camden over the next 15 years and includes the planning policies and site allocations to help achieve this. The updated Euston Area Plan sets strategic objectives and guidelines for development at Euston, in addition to allocating sites for development in the area to deliver a new world class station, new homes, jobs, shops and other community benefits.
- 2.3 Whilst the Local Plan and the Euston Area Plan have been prepared separately, with each Plan supported by its own evidence base, the officers involved with each have worked closely to ensure that the Plans are co-ordinated and consistent with each other. The evidence that has been prepared to support the Euston Area Plan is available to view on the [EAP website](#).
- 2.4 Once adopted, the new Local Plan will replace the current Camden Local Plan (2017), those site allocations in the Camden Site Allocations Plan (2013) that do not fall within the Euston Area Plan boundary and the site allocations in the Fitzrovia Area Action Plan (2014). The Euston Area Plan will replace the site

allocation policies in the Camden Site Allocations Plan (2013) that fall within the Euston Area Plan boundary and the current Euston Area Plan (2015).

- 2.5 Given that the Local Plan and the Euston Area Plan currently exist as separate Plans, the decision was taken as part of the review of the Local Plan to maintain this arrangement, rather than including the policies from the Euston Area Plan in the Local Plan. The Local Plan does however include a policy for the Euston Area (Policy S2), to provide an overarching policy context to support the Euston Area Plan. Whilst the Council's original intention was to submit both Plans for examination at the same time, due to the uncertainty and delays at Euston associated with the delivery of HS2, this has not been possible.
- 2.6 Work on the update to the Euston Area Plan is on-going. It is envisaged that the draft Euston Area Plan (Regulation 19 version) will be published for consultation in December 2025 and then submitted to the Planning Inspectorate for examination in Spring 2026.

Policy Context

Regional

- 3.1 The London Plan 2021 identifies Euston as Opportunity Area (see Policy SD1 Opportunity Areas). Opportunity Areas are defined as "significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity".
- 3.2 Table 2.1 of the London Plan 2021 sets out the indicative total capacity for new homes and jobs at Euston – this is estimated to be between 2,800 - 3,800 homes and 8,600 – 15,000 jobs.
- 3.3 Paragraphs 2.1.70 and 2.1.71 of the London Plan 2021 state that –
- "Euston is a major national and commuter rail terminal with good public transport links to the rest of the CAZ. The existing mainline station is outdated, the local environment has areas of poor quality, and the over-station airspace and adjacent areas are underused. There is significant potential for intensification and an opportunity to comprehensively transform Euston and the immediate area into a world-class transport interchange and new residential and business district. Scope exists to reconfigure Euston Square Gardens and the bus station to enhance this space and improve transport facilities and to also complement the expanding knowledge quarter. This should support the area's strengths in the Life Sciences and Tech industries. The 'Euston Area Plan' produced by the GLA, working with Transport for London and Camden Council was adopted in 2015.*
- HS2 has now received Royal Assent and options for the potential redevelopment of the existing station have come forward in addition to proposals for a Crossrail 2 interchange. This could greatly assist in improving*

interchange capacity in the longer term. Working with the station operators, the GLA and Camden Council, the Department for Transport is seeking to pool the various land interests and secure a development partner to assist in delivering a comprehensive redevelopment at Euston. A planning brief for the area around Euston Station is currently being produced.”

Local

Camden Local Plan 2017

- 3.4 The Camden Local Plan 2017 identifies a number of strategic objectives to help deliver the Council's priorities, one of which is to promote and support the successful development of the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn, West Hampstead, Kentish Town Regis Road and Central London.
- 3.5 Policy G1 Delivery and location of growth sets out the Council's overarching growth strategy. This policy identifies the quantum of growth planned for, and the location of growth, including at Euston.
- 3.6 The Local Plan states that –

“The planning policy approach for the Euston Growth Area is set out in the adopted Euston Area Plan (EAP) January 2015. This was jointly prepared and agreed by Camden Council, the Greater London Authority and Transport for London and provides a framework for change in the Euston area over the next 20 years. The EAP seeks to ensure that whether or not the new high speed rail link (HS2) goes ahead we can get the best possible future for the residents, businesses and visitors to Euston. Please see the Euston Area Plan for more detail on the joint aspirations for the area.”

Site Allocations Plan 2013

- 3.7 The Site Allocations Plan 2013 identifies known development sites in Camden's main growth areas, and other locations across the borough, that are suitable for substantial development and sets out the Council's expectations for them.
- 3.8 The Site Allocations Plan identifies the following sites in the Euston Area:
- Site 9 – Euston Station, Euston Road;
 - Site 10 – BHS Warehouse, 132 - 140 Hampstead Rd and 142 Hampstead Rd;
 - Site 11 – Granby Terrace Depot;
 - Site 12 – 110 - 122 Hampstead Road (Former National Temperance Hospital);
 - Site 13 – 1-39 Drummond Crescent (Euston Traffic Garage);
 - Site 14 – Westminster Kingsway College, Regent's Park Centre, Longford Street; and
 - Site 15 – Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East / Augustus St.

- 3.9 The Council intends to 'save' the policies for sites 9, 10, 11, 12, 14 and 15 in the Site Allocations Plan 2013 until a revised Euston Area Plan is adopted. As site 13 (1-39 Drummond Crescent (Euston Traffic Garage) is complete we do not propose to save this policy moving forward. A policy replacement schedule is set out in Appendix 1 of the Camden Local Plan Proposed Submission Draft.

Euston Area Plan 2015

- 3.10 The Euston Area Plan (EAP) is a strategic plan to help shape future change in the area around Euston Station. It seeks to ensure that the Council can secure the best possible future for the residents and businesses of Euston and visitors to the area. It was prepared jointly by Camden Council, the Greater London Authority and Transport for London and was adopted by the Council in 2015. The Council is updating the Euston Area Plan to ensure it has an up-to-date policy framework to guide decisions at Euston. The new EAP will set strategic objectives and guidelines for development in the area, in addition to allocating sites for development to deliver new homes and jobs.

Update on the Euston Area Plan

- 4.1 Since the adoption of the EAP in 2015, the High Speed Rail (London – West Midlands) Act 2017 has authorised construction of the first phase of HS2, which includes a terminus at Euston. Several stakeholders have continued to be involved in emerging plans for Euston, including HS2, Network Rail, Crossrail 2, Transport for London and Lendlease, the master development partner (who were appointed jointly by the landowners, the Department for Transport (DfT) and Network Rail (NR) in January 2018).
- 4.2 Following consultation on proposed updates to the EAP in early 2023, the previous government announced a pause to HS2 works, while strategic decisions were made about the future of Euston. Work on the EAP was therefore also paused. With confirmation in October 2023 that HS2 would come to Euston, work was restarted on the Plan.
- 4.3 Further consultation was held in summer 2024 on the 'direction of travel', highlighting key government announcements and the effect that they could have on the updates to the EAP. In reviewing the limited information available, the Council concluded that many of the issues at Euston remain broadly the same as previously, as do its aspirations for the area. The proposed updates to the EAP continue to seek the delivery of new homes and jobs, replacement and new open space and community facilities around the new / redesigned station(s), improving connections and securing tangible benefits for our communities.
- 4.4 The EAP will continue to recognise the importance of a comprehensive approach to development, including highlighting the importance of placemaking through reconnecting communities on either side of the station,

providing replacement and new open space and other community facilities, new jobs, and inclusive growth which. benefits Euston, London, and the UK.

- 4.5 The proposed updates to the EAP have been developed alongside further work by the Euston Partnership to consider a spatial arrangement for the 'Euston station campus' area rather than the individual infrastructure and development projects. (The Partnership was established to better integrate the three major projects at Euston: the construction of the HS2 central London terminus and improved onward connections, Network Rail's redevelopment of the mainline station and the wider development of the urban environment managed by the master development partner, Lendlease). This builds on high level design work completed by HS2 which sought to reduce costs for the HS2 station at Euston through decreasing project duration and complexity. This work is still evolving but emerging principles have helped to inform updates to the EAP. The drive to reduce costs and complexity in general is likely to reduce the land enabled for development and subsequently the number of homes and jobs that can be delivered in the station area.
- 4.6 As the work by the Euston Partnership is still emerging it has been important to manage the risk that the approach to the stations and the development of the immediate area around the stations could change. As such the Council have tried to incorporate appropriate flexibility in the drafting of the EAP while ensuring that the objectives of the Plan will still be delivered, recognising the complex delivery, funding and viability challenges associated with major national infrastructure projects. The timetable for the update to the EAP has also been adapted to allow time for this work and to respond to changes made by Central Government.

Relationship between the Local Plan and the Euston Area Plan

- 5.1 Policy S2 of the Camden Local Plan Proposed Submission Draft 2025 sets out the Council's overarching approach to delivering development at Euston and should be read in conjunction with the Euston Area Plan:

Policy S2 – Euston Area

A. To realise the vision and objectives set out in the Euston Area Plan, the Council will:

1. seek to prioritise local need, ensuring that development contributes to reducing inequalities, improving health and increasing life chances in local residential communities, creating opportunities for all and ensuring that investment delivers benefits where they are most needed;
2. expect development at Euston to deliver between 1,500 and 2,500 additional homes in total, along with the provision of appropriate replacement homes;

3. expect development to deliver new and replacement employment floorspace across the Euston Area, and support and prioritise the creation and retention of suitable employment floorspace for research, learning and knowledge-based uses;
4. expect development to deliver new and replacement retail and leisure floorspace, to contribute to the creation of vibrant streets and reinforce the role of existing centres;
5. seek the provision of, and contributions to, the delivery of infrastructure to support new development and reflect local priorities and needs, in accordance with the infrastructure needs and priorities set out in the Euston Area Plan;
6. expect development to create a network of new and improved open spaces to replace lost open spaces and meet the needs of new development;
7. expect the re-development of Euston Station and associated development to be of excellent design, providing a world class, integrated station and transport interchange and a welcoming environment to residents and station users;
8. seek to improve connectivity both within the Euston Area, and to the wider area, including north towards Camden Town and south to Bloomsbury and the River Thames, reducing the barrier effect of the Euston Road and encouraging sustainable and active travel;
9. expect the development to be taken forward in a coordinated and phased way, recognising the importance of successful and thoughtful meanwhile uses, to energise spaces, deliver social and economic benefits, and open up opportunities to new ventures; and
10. expect development to integrate high environmental standards, planting, biodiversity and green infrastructure, supporting a circular economy and contributing to improvements in air quality.

5.2 This policy was introduced in the Camden Local Plan Proposed Submission Draft in response to comments received on the draft Camden Local Plan at Regulation 18 stage, with the aim of providing an overarching policy context to support the Euston Area Plan. Due to the ongoing uncertainties at Euston (as set out above), it is difficult for the policy in the Local Plan to be more prescriptive at this point. Instead, the detail will be provided through the policies in the updated Euston Area Plan.

5.3 Whilst the policies in the Local Plan will apply to development coming forward in the Euston Area, the Euston Area Plan provides a more detailed policy framework to guide development at Euston in relation to:

- Land uses
- Housing
- Economy and employment
- Retail and leisure

- Social infrastructure
- Meanwhile uses
- Safety and security
- Inclusive growth and delivering social value
- Design
- Tall buildings
- Transport
- Climate change and the sustainability
- Open space and green infrastructure

- 5.4 The housing capacity figure for the Euston Area included in the Local Plan (Policy S2) reflects the proposals in the [draft Euston Area Plan 2023](#). This is a reduced target compared to that set out in Table 2.1 of the London Plan 2021, taking into account the reduction in land available to deliver new housing as a result of limitations associated with building over the station and decking tracks. The revised housing projection for Euston is based on the outcomes from a design-led capacity study which took into account additional site constraints, less enabled land, higher costs, and viability issues. Further information on our assumptions in relation to the delivery of development at Euston is set out in our Housing Trajectory.
- 5.5 With regards to assessing the viability of development at Euston. The Viability Assessment for the Local Plan tests the ability of developments across the borough (including within the Euston Area) to accommodate the policies in the draft Local Plan alongside prevailing rates of CIL. The study methodology compares the residual land values of a range of development typologies reflecting the types of developments expected to come forward in the Camden over the life of the draft Local Plan. Due to the extraordinary costs associated with the delivery of a new station at Euston and developing over a railway line, the viability assessment work for the EAP concentrates on the station and tracks area and the 'Cutting' (areas where development sites are affected by extraordinary costs associated with developing over railway infrastructure). The Local Plan viability work focuses on the assessment of the viability of the non-railway sites.

Conclusion

- 6.1 The Council has worked to ensure that the Local Plan and Euston Area Plan are consistent and compatible and that together they set out an appropriate and sound policy approach to development at Euston.
- 6.2 The inclusion of Policy S2 in the Camden Local Plan Proposed Submission Draft provides an overarching policy approach to support development at Euston, in addition to signposting the further detail available in the Euston Area Plan.
- 6.3 Work on the Euston Area Plan is on-going and the Submission Draft EAP is due to be published for consultation in the Winter of 2025. Due to the complex

nature of the delivery of the HS2 station into Euston in particular, and the changes made to the approach to delivery by central Government, the emerging EAP seeks to incorporate flexibility to be able to respond to different emerging station designs and approaches to funding, whilst also reinforcing the overarching principles sought to be delivered in the area.