

Euston Area Plan - Adoption Statement

In accordance with Regulation 26 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (“the 2012 Regulations”) this Adoption Statement hereby gives notice that on 26th January 2015 the London Borough of Camden adopted the Euston Area Plan (“the EAP”) as a development plan document. The Mayor of London also adopted the EAP as supplementary planning guidance to the London Plan on 21st January 2015

Pursuant to Section 23(3) of the Planning and Compulsory Purchase Act 2004 the EAP has been adopted with main modifications (recommended by the person appointed to carry out the independent examination of the proposed EAP) and additional modifications which (taken together) do not materially affect the policies set out in the plan as amended by the main modifications alone.

The main modifications and the additional modifications to the EAP (including map modifications) are specified in Schedule 1 to this Adoption Statement, which can be downloaded using this link: <http://www.eustonareaplan.info/documents>.

Anyone who wishes to receive a printed copy of Schedule 1 should contact the EAP team by emailing eustonareaplan@camden.gov.uk or by phoning 020 7974 6805.

Any person aggrieved by the EAP may make an application to the High Court under Section 113(3) of the Planning and Compulsory Purchase Act 2004 on the grounds that:

- (a) the EAP is not within the powers conferred by Part 2 of the Planning and Compulsory Purchase Act 2004; or
- (b) a procedural requirement has not been complied with.

Any such application must be made not later than the end of the period of six weeks starting with the date on which the EAP was adopted (26th January 2015).

In accordance with Regulations 26 and 35 of the 2012 Regulations the following documents have been made available:

- (i) the Euston Area Plan;
- (ii) this Adoption Statement (including Schedule 1); and
- (iii) the Sustainability Appraisal Report documents.

The documents listed at (i) to (iii) above (inclusive) can be viewed on the EAP website at www.eustonareaplan.info and inspected at

- Pancras Square Library, 5 Pancras Square, London, N1C 4AG (Mon-Sat 8am-8pm, Sun 11am-5pm).
- Camden Town Library, Crowndale Centre, 218 Eversholt Street, London, NW1 1BD (Mon-Thu 10am-6pm; Fri 11am-5pm; Sat 11am-5pm; Sun closed)

A copy of this Adoption Statement will be sent to the Secretary of State for Communities and Local Government.

Schedule 1

All main modifications and additional modifications

SCHEDULE OF PROPOSED MODIFICATIONS

Public examination

On 10th April 2014 the Euston Area Plan was submitted to the Government for independent examination. Planning Inspector Derek Stebbing, BA Hons Dip EP MRTPI was appointed to examine the Area Action Plan on behalf of the Government. As part of the examination, public hearings about the Euston Area Plan were held on Tuesday 1st July and Wednesday 2nd July 2014.

Following the public hearings, the Council prepared two sets of modifications to the Euston Area Plan: Main Modifications and Minor Modifications. The modifications were prepared in the light of public representations made about the Plan up to 5th March 2014 and discussions at the public hearings.

The Main Modifications were published for public consultation from 8th September to 20th October 2014. The Inspector considered the Main Modifications and all the public comments received about them before the examination ended, and took them into account in preparing his report. The Minor Modifications were factual updates, points of clarification and other minor changes which would not, when taken together, materially affect the policies set out in the Plan. The Minor Modifications were also published on 8th September 2014 for information, although a few additional minor modifications were made to correct/update text, reflecting comments made during consultation.

Inspector's Report

The Council received the Inspector's Report on the examination into the Euston Area Plan on 30th December 2014. The Inspector concluded that, subject to making the Main Modifications set out in the Inspector's Report, the Euston Area Plan satisfied the requirements of the Planning and Compulsory Purchase Act 2004, met the criteria for soundness in the National Planning Policy Framework, and was capable of adoption.

Adoption

In accordance with the requirements of the Planning and Compulsory Purchase Act 2004, the Council resolved to adopt the Euston Area Plan with the Main Modifications recommended by the Inspector and Additional Modifications which (taken together) do not materially affect the policies set out in the Plan.

Schedule of all Main Modifications and Additional Modifications

The Main Modifications included in this schedule are those set out in the Appendix to the Inspector's Report.

The Additional Modifications included in this statement comprise the published Minor Modifications together with a small number of further factual updates and clarifications which (taken together) do not materially affect the Plan's policies.

Text that forms part of the Plan is shown in italics. Text that has been deleted is shown struck through. Text that has been added is shown underlined. N.B. Page numbers given in this schedule relate to the Euston Area Plan January 2014 as sent to the Government, and not to the Euston Area Plan adopted January 2015.

Find our more at www.eustonareaplan.info
or email us via eustonareaplan@camden.gov.uk

Euston Area Plan team
January 2015

Modification ref.	Page	Policy / Section	Modification	Reason for change
Additional Mi1	ii		<p>Amend inside cover as follows:</p> <p><i>Insert correct date of publication</i></p> <p><i>Delete reference to public consultation as follows:</i></p> <p>"Public consultation 8th January — 5th March 2014"</p> <p><i>Amend references to Strategic Board as follows:</i></p> <p><i>"Strategic Board</i></p> <p><i>CLlr Sarah Hayward (Leader of Camden Council)</i></p> <p><i>Sir Edward Lister (Deputy Mayor of London)</i></p> <p><i>Doug Oakervee/ <u>David Higgins</u> (Chair of HS2)"</i></p>	<p>Corrections to reflect current stage and membership of EAP Strategic board</p>
Additional Mi2	v	Contents & Forewords	<p>Update contents to reflect the addition of the Delivery Plans Summary table as an appendix, and number all appendices.</p> <p>Update Forewords as appropriate</p>	<p>Update</p>
MM1	viii		<p>Amend second paragraph under 'Introduction' to provide an update re HS2 latest context including need for additional provisions in the HS2 Bill to a enable level deck option:</p> <p><i>"There are currently proposals to terminate the Government's High Speed Two (HS2) line at Euston, which Camden Council opposes due to the significant land take required to build the line and the project impacts in the borough, particularly at Euston. The station design included in the HS2 Environmental Statement (<u>published November 2013</u>) does not fully realise the potential transformational benefits of station redevelopment at Euston. <u>However, following the HS2 Plus report by Sir David Higgins in March 2014 and instruction from the Secretary of State for Transport it is understood that an alternative station design, based on a level deck scheme could replace the existing station designs through an additional provision to the HS2 Bill which would better meet the EAP objectives...</u>"</i></p>	<p>To ensure plan is up to date on HS2 context and emerging new station design work by HS2 and Network Rail requested by the Secretary of State in March 2014.</p>
MM2	ix		<p>Add text to refer to the Mayor's "Med City" vision:</p> <p><i>"Euston's role as a medical research, knowledge, innovation and creative industry base will be enhanced and thrive around the cluster of world class education and research institutions in the area, <u>helping to achieve Camden Council's Knowledge Quarter aspiration for the area which could include medical uses as promoted in the Mayor's "Med City" vision</u></i></p>	<p>To ensure that the Plan reflects this wider vision, which has been expressed by the Mayor.</p>

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			<i>for the Euston Road corridor. "</i>	
Additional Mi3	ix	Executive summary	<p>Add to station design options text as follows under Development Strategy sub heading: <i>"Sub surface comprehensive station redevelopment – platforms and tracks sub surface to allow for ground level development above the station (HS2 original design/emerging HS2/Network Rail level deck design)</i></p> <p><i>New high speed terminus alongside existing station – retention of existing station and addition of new station on the western side (HS2 option shown in the <u>original 2013 HS2 Hybrid Bill</u>)</i></p> <p><i>Redevelopment on existing station footprint – redevelopment of the station on its existing footprint (either without HS2 or an alternative station design such as a double deck design)"</i></p>	To reflect the latest position in relation to station design
Additional Mi4	x	Executive summary	<p>Amend text under 'Transport' as follows: <i>"Creation of a world class transport interchange at Euston Station with sustainable and appropriate onward travel options which meet the demands of increased passenger demands (including those from HS2) and general development in the area".</i></p>	Editing correction
Additional Mi5	xi	Euston Station and tracks	<p>Amend text under 'Euston Station and tracks' as follows: <i>"A comprehensive station redevelopment to transform Euston's image and potential for between 1,000 and approximately 1,900 new homes and between 7,200 and approximately 13,600 additional jobs depending on station design and footprint, railway constraints and cost of decking. A comprehensive approach to station design based around lowered tracks and platforms is more likely to allow for greater development and a transformational high quality development here. <u>A redevelopment within the existing station footprint would reduce the required demolitions and associated mitigation requirements that would result from proposals on an expanded station footprint"</u></i></p>	In response to representor 7 (Transport Salaried Staff Association) comment 1; representor 22 Ampthill TRA) comment 5
Additional Mi6	2	1	<p>Amend first paragraph, last sentence on p2 as follows: <i>"In producing the plan Camden Council in no way accepts that the current HS2 proposition (HS2 Hybrid Bill submitted 2013) for Euston is acceptable and will continue to work to</i></p>	Clarification regarding what is being referred to in relation to the 'current

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			<i>oppose it."</i>	HS2 proposition'.
MM3	2	Introduction	<p>Add text to provide an update re HS2 latest context including the need for additional provisions in the HS2 Bill to enable level deck option. Amend Section 1.1 as follows (third paragraph onwards):</p> <p><i>"The Government's current preferred scheme for Euston Station included in the HS2 Environmental Statement (November 2013) consultation retains the existing Euston Station whilst building a high speed terminus alongside. This will reduce the transformational potential of a station redevelopment and potential benefits to the area particularly in terms of connectivity, quality of environment, amount of homes and jobs.</i></p> <p><i>The initial draft EAP looked at how to make the most of this e-currently proposed HS2 station design, to try to ensure that if this scheme is progressed, the station design responds to EAP and community objectives as much as possible. This plan also referenced the potential of other station redevelopment scenarios. The draft EAP sought to influence the HS2 design refinement process and ensure that the <u>original</u> HS2 Hybrid Bill took the EAP aspirations into account. Consultation on the draft EAP revealed a strong community desire to ensure that the EAP clearly illustrates a range of options for station design at Euston, as the parameters of its design could feasibly change through the HS2 Hybrid Bill process or if HS2 does not progress.</i></p> <p><u><i>Since the original HS2 Bill was submitted to Parliament in November 2013, HS2 and Network Rail have been instructed to look at more comprehensive proposals for Euston Station by the Secretary of State for Transport. This followed the Sir David Higgins report "HS2 Plus" (March 2014) which suggested a level deck station design would better connect the station to the local area and create the potential for considerable over site development and called for an alternative station design to be developed.</i></u></p> <p><i>This EAP therefore sets out key principles for the station area which will be expected to be met by any redevelopment of the station. It seeks a comprehensive approach to encourage redevelopment/development above the existing Network Rail tracks and platforms (whether at ground level or above a station building) in collaboration with any over station development above the HS2 station or which could be capable of delivery without HS2.</i></p> <p><i>This does not imply that any of the EAP partners accept the current HS2 <u>Bill</u> proposal for Euston Station (November 2013). The EAP partners are working to try to secure a</i></p>	To ensure plan is up to date on HS2 context and emerging new station design work by HS2 and Network Rail requested by the Secretary of State in March 2014.

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			<i>comprehensive redevelopment of the <u>S</u>station through HS2 or other means to provide a greater number of homes and jobs here and make the best of the works to the station”.</i>	
MM4	3	Vision	Add text to refer to the Mayor’s “Med City” vision: <i>“Euston’s role as a medical research, knowledge, innovation and creative industry base will be enhanced and thrive around the cluster of world class education and research institutions in the area, <u>helping to achieve Camden Council’s Knowledge Quarter aspiration for the area which could include medical uses as promoted in the Mayor’s “Med City” vision for the Euston Road corridor.</u>”</i>	To ensure that the Plan reflects this wider vision, which has been expressed by the Mayor.
Additional Mi7	4	Objectives	Amend text immediately under the heading ‘Objectives’ to refer to correct number of objectives: <i>“The ten <u>eleven</u> objectives for the Euston Area Plan are set out below. These have been adapted since first published to reflect consultation feedback and the results of the sustainability appraisal process.”</i>	Update to reflect addition of new objectives under Main Modification MM5
Additional Mi8	4	Objective 2	Amend objective 2 as follows: “2. <i>Securing excellent design:</i> <i>To work to ensure that any new station <u>and</u> or development is of excellent <u>integrated</u> design, easy to access, complements the character and heritage of the area, and helps to improve the image and function of the Euston area.”</i>	To ensure it is clear that the new station design and development should be of excellent design.
Additional Mi9	4	Objective 5	Amend objective 5 as follows: <i>5. <u>Boosting the local, wider London and national</u> economy by reinforcing existing economic assets and businesses:</i> <i>To provide new spaces for existing and new businesses and shops, and encourage new and innovative business sectors in the Euston area, such as knowledge <u>and medical</u>, to <u>help achieve Camden Council’s Knowledge Quarter aspiration for the area and could contribute to the Mayor’s emerging “Med City” vision, along with or creative industries, and securing significant new job and training opportunities for local people.</u></i>	To ensure the objective is clear that development at Euston contribute positively to more than just the local economy.
Additional Mi10	4	Objective 9	Amend objective 9 as follows: <i>9. <u>Enhancing existing public transport:</u></i> <i>To <u>provide</u> encourage improvements to Underground services, station, bus and taxi</i>	To reflect need for improvements to public transport

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			<p>facilities and particularly new entrances into the station to the north, east and west.</p>	
MM5	4	Objectives	<p>Add a new Objective 11 that consolidates EAP aims for Euston Station and reflects its central role in the area and potential wider importance, as follows:</p> <p><i><u>"11. Deliver a new world class Euston Station and integrated development</u></i></p> <p><i><u>To ensure that the redevelopment of Euston Station helps to transform the image of Euston as a nationally important high quality transport interchange with integrated and well designed development which contributes fully to the local, regional and national economy, particularly capitalising on the potential to create a knowledge hub (which could include medical uses) of international significance, maximising regeneration potential, whilst also raising the quality of the local environment and townscape."</u></i></p>	<p>To ensure that the key objectives for Euston Station redevelopment are captured as an objective reflecting its important role in the EAP area.</p>
Additional Mi11	5	1.3	<p>Amend Section 1.3 fourth paragraph onwards as follows:</p> <p><i>The plan has been developed to be flexible reflecting the uncertainty around the delivery of HS2, which will only be confirmed once a HS2 Hybrid Bill becomes law, currently estimated as 2015. However, given central government support for the project, there is a reasonable probability that the project will go ahead. The EAP has been prepared with supporting technical information from HS2 on the emerging HS2 station design, as included in the HS2 <u>Hybrid Bill and Environmental Statement and Design Refinement Consultation (November May 2013)</u> and the previous HS2 station design (<u>baseline, January 2013</u>) and similar emerging level deck scheme which redesigned both the existing and new HS2 stations as one large new station with lowered tracks and platforms in January 2013. As mentioned previously, the new HS2 station design in the <u>2013 HS2 Hybrid Bill</u> does not meet the EAP objectives as readily as previous HS2 a comprehensive <u>level deck</u> station designs. The EAP seeks to refine and shape the new any station design to better meet EAP objectives.</i></p> <p><i>If the previous a comprehensive <u>level deck type</u> scheme is reverted to (which would be preferred) or if the HS2 project does not go ahead at all, the plan provides principles and objectives that should be applied to any form of station redevelopment at Euston.</i></p> <p><i>The EAP will be monitored and reviewed for its effectiveness and can be reviewed and updated in whole or part if necessary due to significant changes to the station design which haven't been considered here, see section 5 of this document for details.</i></p>	<p>To update the HS2 context</p>

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Additional Mi12	5-6	1.3	<p>Amend text under 'Sustainability Appraisal and strategic options for Euston' as follows:</p> <p><i>The Sustainability Appraisal process has considered the sustainability merits of a number of strategic options for the production of new planning policy for Euston. This process concludes that there are significant sustainability benefits in producing a local plan for Euston, which enables the allocation and proper planning of additional growth above that indicated in Camden's Core Strategy and the London Plan as well as seeking to mitigate HS2 potential impacts. The HS2 project has significant potential to enable higher levels of growth than previously anticipated in the Euston area, and currently reflected in the Local Development Framework. However the current <u>2013 HS2 Hybrid Bill</u> station design reduces this potential. There are also significant benefits to facilitating growth not just related to the station, but in the wider area, particularly in terms of opportunities to achieve regeneration objectives in surrounding estates and wider environmental improvements.</i></p> <p><i>The sustainability appraisal process highlights the wider benefits of a more comprehensive approach to station redevelopment, particularly the iterations of the previous HS2 proposals which allowed development and the creation of new streets above a largely sub surface station. Until the HS2 scheme receives Royal Assent the station concept is not confirmed, therefore the EAP retains flexibility for other station design scenarios.</i></p>	To provide clarification regarding the station design being referred to.
MM6	6	1.4	<p>Replace paragraph second sentence in paragraph 2 as follows:</p> <p>"While a Hybrid Bill will grant permission to build a new railway and stations any detailed planning applications will be assessed against the Euston Area Plan"</p> <p><u>"The powers to build and operate High Speed Two are being sought through the High Speed Rail (London – West Midlands) Bill. This Bill seeks deemed planning permission for the railway and associated works and hence the planning authority for HS2 is Parliament. Therefore matters of the principle relating to the railway and the mitigation of the effects of construction and operation will be determined by Parliament. Camden Council, the Mayor and communities can seek to influence the mitigation measures proposed by petitioning the HS2 Bill to ensure appropriate mitigation.</u></p> <p><u>The HS2 Bill will establish a special planning regime for the approval of certain details including the design and external appearance of stations. Camden Council will be the determining authority for these approvals (subject to appeal) and for any over site development above and around the station and tracks and the Euston Area Plan will be material to their determination insofar as it is material to the matter for approval and the</u></p>	In response to representor 13 (HS2 Ltd) comment no. 2

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			<p><i>grounds specified in the HS2 Bill for the consideration of that matter.</i></p> <p><i>In a number of instances the Plan indicates requirements in relation to the HS2 works and mitigation. Where these relate to matters that will require approval under the special planning regime the Plan will be material to the consideration (where it is relevant to that approval) but where matters are determined by Parliament through the HS2 Bill this will take precedence over the Plan. The petitioning process for the Bill provides the opportunity for people to try to influence the mitigation measures and works proposed by HS2.</i></p> <p><i>Any non-operational development over, under or adjoining the HS2 works will be approved under the normal planning process."</i></p>	
Additional Mi13	15	Figure 2.2	Amend text on Figure 2.2 on p15 as follows: "Grand Union Regent's Canal"	In response to representor 3 (Canal and River Trust) comment 1
Additional Mi14	15,22	Figures 2.2, 2.3 and 2.4	Update maps – amend boundary to south of Euston Road	Correct out of date boundary.
Additional Mi15	16	2.2	Amend second to last bullet on page 16 as follows: <ul style="list-style-type: none"> "To the south west, the Fitzrovia Area Action Plan is being produced <u>has been adopted</u> by Camden Council as a shared vision for the area, coordinating development proposals across a number of significant sites. The boundaries for the EAP and the Fitzrovia Area Action Plan meet on the southern side of Euston Road at the junction with Tottenham Court Road" 	Update
Additional Mi16	23	Section 2.4	Amend last bullet under Urban Design to read: "...which limit the scale of new development with which some of the...."	Correction
Additional Mi17	23	Section 2.4	Amend Heritage text as follows: <ul style="list-style-type: none"> <i>The study area includes parts of three conservation areas, over 50 listed buildings and features, and five designated London Squares.</i> <i>At the southern end of the Euston Area Plan area is the Bloomsbury Conservation Area, which includes a cluster of listed buildings around Euston Road, including the Grade I Listed Church of St Pancras, the Grade II* Listed Euston fire Station and 1-9 Melton Street as well as a number of Grade II Listed buildings including Friends House and the Wellcome Building. Euston Square Gardens is a designated London Square, and contains a number of listed structures.</i> <i>In addition to Euston Square Gardens, the Euston Area Plan area includes Ampt Hill</i> 	To provide more detail on the historic context of the area, following discussion at EAP Hearing Sessions.

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			<p><u>Square, Harrington Square, Clarence Gardens and Munster Square all also London Squares.</u></p> <ul style="list-style-type: none"> • <u>Elsewhere in the Euston Area Plan boundary are parts of the Camden Town Conservation Area (to the north and east) and the Regent’s Park Conservation Area (to the west). At the meeting point of these conservation areas, a number of important heritage assets surround the northern part of the Camden Cutting. These include Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.</u> • <u>Other assets of historic significance in the Euston area include the fine grained areas around Drummond Street and Chalton Street, and St James’s Gardens open space, the and National Temperance Hospital site, and the inter war social housing estates of Somers Town and the Edwardian and inter-war institutional buildings which line Euston Road.”</u> • <u>A number of important heritage assets outside the plan boundary are also noteworthy, in particular Regent’s Park, designated Grade I Historic Park and Garden, and nationally important Grade I Listed buildings that surround the park. Development would need to consider potential impacts on the setting of these heritage assets.</u> • <u>Heritage assets in the Euston area make an important contribution to local character, sense of place and identity. The importance of conserving and enhancing heritage in the EAP area was highlighted in community feedback received.”</u> 	
Additional Mi18	27	2.4	<p>Amend 3rd bullet under “Housing” to read: “215 216 (mainly affordable) homes would be lost as a result of HS2 due to the proposed westward expansion of Euston Station and tracks.”</p>	Update
Additional Mi19	27	2.4	<p>Add additional bullet point under “Environment” as follows:</p> <ul style="list-style-type: none"> • <u>A significant number of mature trees in open spaces and street trees are likely to be lost as a result of HS2.</u> 	Amendment to reflect potential impact of loss of open space on surface water flood risk, if not properly mitigated
Additional Mi20	27	2.4	<p>Amend first bullet point under ‘Open space’ as follows: “HS2 would result in the permanent loss of two thirds of St James’s Gardens open space as well as half <u>all</u> of Hampstead Road open space”</p>	Amendment to reflect information in HS2 Environmental Statement which indicates that all of Hampstead Road open space may be lost due to HS2

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Additional Mi21	27	2.4	<p>Amend second bullet point under 'Open space' as follows:</p> <p><i>"The whole of St James Gardens, Hampstead Road open space and Euston Square Gardens will be temporarily lost as they are likely to be required to construct HS2 and therefore will not be useable for 101 years during the HS2 construction period"</i></p>	Amendment to reflect anticipated duration HS2 impacts
MM7	31	3	<p>Amend 'Euston Station redevelopment context' text as follows:</p> <p>"Euston Station redevelopment context</p> <p><i>The existing station building and tracks at Euston separate surrounding communities as they are a physical barrier to movement, and the large expanses of blank walls around the edge of the station create a poor local street environment.</i></p> <p><i>As mentioned earlier in the plan, the redevelopment of Euston Station is a hugely significant regeneration and economic opportunity, which could contribute towards the local, London and national economy through integrating a new/refurbished station with high quality development above it. There are a number of potential options for station redevelopment at Euston which could be progressed as part of the HS2 project, jointly with Network Rail or through a separate Network Rail redevelopment of the station. These are summarised below and the policies in this plan seek to provide a flexible framework to progress any of the station design scenarios set out below.</i></p> <p>1: Sub surface comprehensive station redevelopment</p> <p><i>The original baseline concept for the HS2 terminus at Euston involved the demolition of the existing station and redevelopment of a new expanded station with sub surface tracks and platforms. This concept, the "baseline" scheme, formed the basis for the development of the EAP up until March 2013. The Government then indicated it was minded to progress a revised option for Euston Station (see Option 2 - adjacent) on the grounds of programme and cost constraints. Subsequently, prompted by the findings of the HS2 Plus Report, the Secretary of State for Transport has asked (17th March 2014) HS2 Ltd and Network Rail to develop plans for a "level deck" station design (similar to the original HS2 baseline). The baseline, level deck or similar design would better meet the objectives of this Plan and make the best of the regeneration opportunities here.</i></p> <p>2: New high speed terminus alongside existing station</p> <p><i>This option allows for the retention of part of the existing station building and tracks, adding a new high speed rail station at the western side and is included in the original</i></p>	To reflect changes agreed during the hearing to update the station design context, and in response to representor 22 Ampthill TRA) comment 5 (in relation to 'double deck down' station design)

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			<p><i>November 2013 HS2 Environmental Statement for the HS2 Hybrid Bill. The ability to achieve key objectives of the EAP is severely constrained by this option. East-west ground level streets above the new station are not possible if tracks and platforms are not lowered to sub surface level.</i></p> <p>3: Redevelopment on existing station footprint</p> <p><i>The redevelopment of Euston could be progressed within the existing station footprint, in the event that the HS2 project is not progressed, or with alternative design solutions such as the community led Double Deck Down station design, with High Speed Two platforms and tracks at a lower level and Network Rail tracks at ground level. These options would reduce the required demolition of homes, business premises and open spaces and mitigation requirements associated with proposals on an expanded station footprint. Therefore illustrations of how the principles for station design could be applied to the existing station footprint are also provided.</i></p> <p>Comparison</p> <p><i>The EAP Sustainability Appraisal which has been prepared alongside the EAP highlights the sustainability benefits of lowering the track and platforms and redeveloping the station to allow for the creation of new streets, open space and buildings above. The appraisal also highlights the benefits of a comprehensive approach to redeveloping the station area, even where the existing basic station infrastructure is fundamentally retained, but clearly shows the most benefits for the area can be secured through a scheme similar to the baseline station design which lowers platforms and tracks. Options to redevelop Euston Station on the existing station footprint would bring benefits in terms of avoiding demolitions and associated mitigation requirements, although such approaches would reduce the ability to provide new at-grade streets, open spaces and building entrances."</i></p>	
Additional Mi22	32	3.1	<p>Amend bullet point 3 as follows:</p> <ul style="list-style-type: none"> • "Enhancing Euston's role and image in the central London and national economy through world class station development and capitalising on the cluster of science and knowledge institutions already in the area" 	To reflect changes agreed at the hearing
MM8	34	Section 3.2	Amend Strategic Principle EAP1 (section A) as follows:	To ensure that the significant economic opportunity of station

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			<p>"A: Overall Mix</p> <p><i><u>New development above and around Euston Station provides should maximise the potential to create a major new economic hub opportunity for of new commercial, knowledge based, science and creative sector industries to reflect the Knowledge Quarter ambitions for area and which could include uses to complement the Mayor's emerging "Med City" vision for the Euston Road corridor. The wider plan area will provide a range of mixed uses including a significant amount of residential, particularly to the north of the station reflecting its transitional role between settled areas to the north of Camden and the mix of uses in Central London. Development above the station and tracks should seek to accommodate the majority of the development for the plan area and seek to exceed the targets set below provided it meets wider policies in this plan, the London Plan and Camden's Local Development Framework Plans. Where necessary proposals will be expected to re-provide uses lost as a result of station redevelopment.</u></i></p> <p><i>The appropriate mix of uses will include:..."</i></p>	<p>redevelopment is fully reflected in the policy text.</p>
MM9	34	Section 3.2	<p>Amend Strategic Principle EAP1: (section C) as follows:</p> <p>"C: Economy and employment</p> <ul style="list-style-type: none"> • <i>Between 180,000 and approximately 280,000 sqm of employment/economic floorspace across the Euston area including replacement floorspace, providing between 7,700 and approximately 14,100 additional jobs as well as around 1,400 replacement jobs. New economic uses should support the local economy and include local people in the opportunities created by development as well as contributing to the wider London and national economy, particularly strengthening the role of the area's cluster of science and education institutions.</i> • <i>The range of employment/economic floorspace capable of delivery is dependent upon the footprint and design of Euston station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility with wider plan objectives and policies.</i> • <i>A cluster of knowledge based, research and creative uses, will be encouraged, particularly uses which will help to realise Camden Council's Knowledge Quarter aspirations which could include medical uses to complement the Mayor's emerging</i> 	<p>To ensure that the % target for knowledge based uses is clear in the development principle and that it is tied into the Mayor's Med City proposal.</p>

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			<p><u>"Med City" proposals, with a significant proportion of employment floorspace supporting related uses. To assist with this we will seek at least 30% of new commercial floorspace to be provided as knowledge based/science/research and creative sector uses including supporting educational facilities where required.</u></p> <ul style="list-style-type: none"> • A mix of employment generating and economic uses should be accommodated in the EAP area, focused around the Euston Station site, including: <ul style="list-style-type: none"> ○ Mainstream office uses - (B1a use class) to provide a mix for institutions, corporate occupiers and small businesses ○ Research and development space – (B1b use class) capable of meeting specific requirements of research intensive activities particularly life sciences, human health, creative and digital sectors. A proportion of this employment floorspace could be provided as education space (D1 use class) where it is demonstrated to be necessary to complement the core B1b research and development space and helps to achieve the overall aspiration to create a knowledge based cluster of uses here" 	
MM10	36-45	3.2	<p>Amend text on p36, under 'Replacing housing lost as a result of HS2' as follows:</p> <p><i>"1. replacing housing lost as a result of HS2</i></p> <p><i>Camden is working to identify a range of sites that could be used to provide homes, including intermediate housing for leaseholders in the Euston area to replace those lost as a result of HS2, in order to allow people to stay in the area. <u>While the timing of demolitions associated with HS2 is to be established by parliament, Camden Council requires that the delivery of replacement homes is timed so that tenants who will lose their homes only move once. Where reasonably practical, therefore, replacement homes should be completed before the demolition of existing homes commences and so priority will be given to re-provision sites. As part of the additional housing provision through infill and renewal sites in existing housing estates (see below), Camden Council will seek to make additional intermediate and private housing delivered in the Euston area available for potential purchase by leaseholders who will lose their homes as a result of HS2.</u></i></p> <p><i>There is the potential that some residential properties surrounding Euston Station and tracks may become vacant due to the disruption associated with HS2 construction works.</i></p>	<p>Changes i, iii, iv and v: in response to representor 13 (HS2 Ltd) comments 3 – 7. Agreed with HS2, see EAP HS2 Statement of Common Ground</p> <p>Change (ii): to reflect stronger emphasis on priority for knowledge based, science/ research and creative sector uses, as agreed at the hearing.</p>

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<p>Where this is the case, planning permission will be given to the provision of appropriate alternative temporary uses during the construction process, and consideration will be given to the appropriateness of such properties for residential use in the longer term once the nature of the surrounding environment is clearer. The construction and eventual operation of HS2 from Euston Station will create a different context for the surrounding area which may result in increased pressure for different types of uses in some places. Whilst it will be important to retain the special character of areas such as Drummond Street, there may be circumstances where properties become vacant or the uses are no longer suited to the changed context. In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses particularly during the construction period of HS2. Consideration will be given to potential need for a permanent change of use once the impacts of the physical surrounding environment and operation of the station and tracks are known.</p> <p>(ii) Amend the second paragraph on p39 under '2. Types of economic and employment floorspace' as follows:</p> <p>"Economic visioning work carried out in support of the Euston Area Plan (GVA, 2013) recommends that in order to develop a critical mass of knowledge based science/ research and creative uses in the Euston area, opportunities for at least 50,-70,000 sqm of knowledge sector space should be incorporated in future planning. In seeking to encourage a cluster of such uses, Camden and the GLA will therefore promote <u>seek</u> the provision of approximately 30% of the potential new commercial floorspace at Euston as knowledge based, science/ research and creative sector uses, including supporting educational facilities where required."</p> <p>(iii) Amend second paragraph on p41 under '2. Local businesses and employment opportunities' as follows:</p> <p>"... On the Euston Station site, long lead in times for development provide a particularly strong opportunity to pursue this aim. HS2 Ltd has given a commitment to using the HS2 project to maximise the creation of new apprenticeships, as well as affording opportunities to existing apprentices employed in the supply chain. Camden Council also considers that development proposals for HS2 works at Euston Station and its environs could include measures to enable local people to access employment opportunities and will work with HS2 Ltd on this issue. In addition, development proposals for above and around Euston Station and its environs should therefore include measures to enable local people to access</p>	

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<p><i>employment opportunities, following best practice at the King’s Cross Central development, including provision for...</i>"</p> <p>(iv) Amend text on p44 under Social infrastructure – ‘1. Mitigating the impacts of HS2’ as follows: <i>"Appropriate provision includes:</i></p> <ul style="list-style-type: none"> • The relocation of Maria Fidelis on a consolidated site at Phoenix Road/Drummond Crescent site prior to the beginning of construction for HS2. The North Gower Street site is close to the anticipated expanded Euston Station footprint, and HS2 Ltd are assisting with the relocation of this part of the school to join the existing Phoenix Road school. • <i>The re-provision of Silverdale tenants’ hall that is currently proposed for demolition is required and should be funded through HS2. Mitigating the loss of Silverdale tenants’ hall through HS2 working with Camden Council to re-provide it in an appropriate location. This intention is identified in the HS2 Environmental Statement for the HS2 Hybrid Bill and Camden Council will seek to ensure provision is appropriate.</i> • <i>Replacement of all open space and any other sports, play or community facilities affected by the construction of HS2, in advance of the commencement works close to their original location. See also Strategic Principle EAP 4: Environment & Open Space for requirements in relation to the mitigation of impacts on open space as a result of HS2 including the re-provision of St James Gardens.</i> • <i>In addition there is a long term aspiration to relocate the North Gower Street site of Maria Fidelis school to a consolidated site at Phoenix Road/Drummond Crescent, which HS2 are assisting with as the site is immediately adjacent to the main HS2 construction compound. Its relocation by the appropriate education body prior to the commencement of the construction of HS2 is being sought."</i> <p>(v) amend first paragraph under ‘Meanwhile uses’ on p45 as follows: "There is the potential that some residential sites and buildings surrounding Euston Station and tracks may be rendered unviable or become vacant due to the disruption caused by HS2 and associated construction works. If this is the case, planning permission will be given to the provision of appropriate alternative temporary ‘meanwhile’ uses during the construction process. The construction and eventual operation of HS2 from Euston Station will create a different context for the surrounding area which may result in increased pressure for different types of uses in some places. Whilst it will be important to retain the</p>	

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			<p><i>special character of areas such as Drummond Street, there may be circumstances where properties become vacant or the uses are no longer suited to the changed context. In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where considering applications for meanwhile uses particularly during the construction period of HS2. Consideration will be given to potential need for a permanent change of use on affected sites and buildings once the impacts of the physical surrounding environment and operation of the station and tracks are known."</i></p>	
Additional Mi23	38	3.2	<p>Insert the following new paragraph at the end of the 'Homes' section (immediately before the heading 'Economy and employment'):</p> <p><i>"Delivery information and indicative phasing for new and replacement housing referred to in this section is set out in detail in chapter 4, Places and also summarised on a site by site in appendix 1, Delivery Plans – Summary table"</i></p>	To cross reference the delivery plans table
Additional Mi24	38	3.2	<p>Add the following sentence to the end of the first paragraph under 'Economy and employment':</p> <p><i>"Whilst other uses such as shops and leisure uses also contribute to the economy and employment, these are addressed separately in the retail and leisure section below. The majority of employment uses will be focused within the Euston Station and tracks area, therefore for commentary on the delivery of these elements please view section 4.1 of this plan, and appendix 1 to view the delivery plan summary table."</i></p>	To reflect changes agreed at the hearing and to refer to proposed delivery table
Additional Mi25	39	3.2	<p>Amend the second and third paragraphs under '1. Amount and distribution of new employment floorspace' as follows:</p> <p><i>"New employment uses will be focused at the Euston Station site, with further uses on the Euston Road Central London Frontage where opportunities emerge, and smaller scale uses in neighbourhood centres where appropriate. The mix of floorspace should include both B1a office floorspace and B1b research and development floorspace this should be focused around the station area. In recognition of the need for teaching facilities associated with the B1b research space, a proportion of this floorspace could be provided as education space (D1 use class). It should be demonstrated that the D1 uses are necessary to complement the core B1b research and development space, and helps to achieve the overall aspiration to create a knowledge based cluster of research and creative uses here.</i></p> <p><i>The total employment floorspace would provide higher delivery than that identified in the London Plan and the Camden Core Strategy, reflecting additional capacity identified as a</i></p>	To reflect current situation in relation to lowering of platforms and tracks.

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			<i>result of the expanded Euston Station footprint and decking opportunities resulting from station redevelopment, with the higher level of floorspace possible if a scheme which lowers platforms and tracks is <u>progressed</u> reverted to.</i>	
Additional Mi26	44	3.2	<p>Amend 2nd paragraph under '2. Provision of new and replacement facilities to meet needs generated by development' as follows:</p> <p><i>"In relation to children's services, the level of growth envisaged for the Euston area would be likely to create a need for in the region of 4 – 5 additional forms of entry (based on up to around 3,800 homes being delivered). This would include a need for additional primary school provision, which would need to be delivered through the <u>delivery provision</u> of new schools (possibly delivered as part of mixed use development) and/or the expansion of existing schools in the locality where feasible. In addition, there may also be a need for additional secondary school and further education provision, and financial contributions could therefore be required from new development towards enhancements to secondary school and other related provision within or close/related to the Euston area.</i></p> <p><i>New development in the Euston area would need to be supported by appropriate provision of healthcare facilities. The Euston Area Plan team has liaised with NHS North Central London to consider the implications of anticipated housing and employment growth for the provision of health infrastructure.</i></p> <p><i>Provision of higher education, medical, research and other institutional space will also be supported as part of a mix of uses on the Euston Station site (see Economy and employment above).</i></p> <p><u>Delivery</u></p> <p><i><u>Delivery information for social infrastructure referred to in this section is set out in detail in chapter 4, Places and also summarised on a site by site/project basis in appendix 1 in the delivery plans summary table.</u></i></p>	Wording clarification and to provide appropriate cross reference to delivery table
Additional Mi27	46	3.3	<p>Amend the fifth bullet point under Strategic Principle EAP2 (B) as follows:</p> <ul style="list-style-type: none"> • <i>"Ensuring that development is of the highest architectural quality <u>and designed to be accessible to all.</u>"</i> 	Minor amendment to reflect importance of accessibility as a consideration in design
Additional	49	Section 3.3	Amend text on p49 to provide clarification that heights are based on ordnance survey (AOD) existing ground levels, and provide information on heights in metres – Please see	To provide clarification that heights are based on

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Mi28			main modification wording - MM11 for details of text changes.	ordnance survey (AOD) existing ground levels, and provide information on heights in metres
MM11	49	3.3	<p>Under 'Building heights, massing and scale', replace the second and third paragraphs as follows:</p> <p><i>"General heights that may be appropriate for new development are illustrated in figure 3.4, and are based on an analysis of the surrounding built context and modelling of potential impacts on strategic views and selected local views. The general heights shown would allow development that does not encroach into background or foreground assessment areas Protected Vistas (Landmark Viewing Corridors and Wider Setting Conservation Areas) identified in the London View Management Framework SPG (LVMF), <u>however, there may be impacts on local heritage assets which would need to be addressed (please see Appendix 3 of the EAP Background Report for further detail).</u></i></p> <p><i><u>The Wider Setting Consultation Areas (background) of View 5A.2 and 6A.1 identified in the March 2012 LVMF indicate a height threshold of up to 30 metres high from approximate ground level. This equates to between 53 metres and 54.2 metres AOD, depending on the ground level which varies across the plan area. Within In the Background Assessment area Wider Setting Consultation Areas (background) there are potential locations for tall buildings (up to 60 metres) in the shadow of St Paul's Cathedral. <u>In these locations buildings could be up to 60 metres high from approximate ground level which equates to between 82 metres AOD and 84 metres AOD.</u> However, a full justification and demonstration of impacts in terms of the requirements of the LVMF <u>and local views</u> would need to accompany proposals for tall buildings in these locations.</u></i></p> <p><i>The <u>indicative heights shown in Figure 3.4 are measured from an average existing ground level based on Ordnance Survey Data, and assume using a general storey height of three metres; therefore where development is above station buildings or infrastructure this will need to be taken into consideration. Within the Wider Setting Consultation Areas (background) background assessment areas any building proposed taller than 30 metres above ground level (up to between 53 metres AOD and 54.2 metres AOD) the general heights indicated in figure 3.4. should be thoroughly tested against the LVMF. <u>An detailed view impact assessment should be conducted through the use of Accurate Visual Representation (AVR) that shows location of the proposed development and also illustrates</u></u></i></p>	<p>In response to representor 8 (English Heritage) comment 3</p> <p><i>See also Annex 3 to this Schedule (Background Report & Historic Area Assessment: proposed changes)</i></p>

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			<p><i>the degree to which the development will be visible, its detailed form and the proposed use of materials. It should demonstrate that the proposal does not unacceptably impact on strategic and local views (including views from adjoining boroughs, such as those from Regent's Park and views identified in the EAP Background Report), the character of the surrounding area including the settings of heritage assets (see English Heritage Guidance on the Setting of Heritage Assets, 2011), and that it contributes positively to the London skyline. A taller building to the north east of the station (as shown in blue in figure 3.4) would need to be less than 60 metres tall from approximate ground level (which equates to between 82 metres AOD and 84 metres AOD) to not affect the setting of, and views within and of, nationally important heritage assets including Regent's Park and Chester Terrace."</i></p> <p><i>Where buildings currently detract..."</i></p>	
Additional Mi29	50	Figure 3.4	<p>Amend key to Figure 3.4 as follows: "9 - 10 storeys (<u>27 - 30 metres</u>) 7 - 8 storeys (<u>21 - 24 metres</u>) 5 - 6 storeys (<u>15 - 18 metres</u>) up to 4 storeys (<u>up to 12 metres</u>)"</p>	To provide clarification regarding building heights.
Additional Mi30	51	Section 3.3	<p>Amend second heading on p51 as follows: "World Class station design and <u>integrated</u> above station development"</p>	Clarity
Additional Mi31	52	Section 3.4	<p>Add a new point under Strategic Principle EAP3 part (A) as follows:</p> <ul style="list-style-type: none"> • <i>"providing for the effective onward distribution of passengers;</i> • <i>promoting sustainable travel; and</i> • <i>improving accessibility and the local environment-; <u>and</u></i> • <i><u>providing new east-west links across the station and tracks site."</u></i> 	New east-west links across the station and tracks area is of central importance to the plan, this change ensures it is clear.
Additional Mi32	53	Section 3.4	Update Figure 3.5 with latest transport proposal information.	Update
MM12	54/ 55	Section 3.4	Amend and add to the text on pages 54 and 55 as follows:	To provide greater detail regarding pedestrian and cycle links and to cross

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<p>"Connected and understandable walking routes</p> <p><i>Existing key walking routes should be enhanced through:</i></p> <ul style="list-style-type: none"> • <i>Improved pedestrian crossing facilities</i> • <i>Consistent Legible London wayfinding</i> • <i>De-cluttering, including removal of guard-rail fencing as appropriate</i> • <i>Widened pavements</i> • <i>Urban greening, in particular tree planting where possible</i> • <i>Considering safety and legibility for all users</i> <p><i>Opportunities to improve walking routes are indicated in Figure 3.5 and include:</i></p> <ul style="list-style-type: none"> • <i><u>New links across the Euston Station site connecting Drummond Street and Doric Way, Robert Street and Phoenix Road, Vardell Street and Polygon Road, and Euston Street to Lancing Street;</u></i> • <i><u>Improvements to existing, or the provision of new, pedestrian crossings and de-cluttered footways across and along Euston Road at the locations shown in figure 3.5, in order to significantly enhance pedestrian movement;</u></i> • <i><u>Through traffic restriction on Gordon Street, a new entrance to Euston Station south of Euston Road and a significantly enhanced surface crossing point north from Gordon Street across Euston Road;</u></i> • <i><u>A new underground link between Euston Station and Euston Square London Underground stations;</u></i> • <i><u>Enhanced north-south and east-west pedestrian connections in the Camden Cutting area; and</u></i> • <i><u>Enhanced east-west connectivity across the wider area, including between Euston and St Pancras International stations.</u></i> <p><i>The detail of proposed improvements to road crossings are still to be determined, but may include changes such as converting staggered crossings to direct crossings, widening of existing crossings or introducing 'green man' traffic light phases where they do not exist currently.</i></p> <p><i>Through traffic restrictions will allow space for significant improvements to the urban realm on Gordon Street, which is also the proposed site for a new entrance to Euston</i></p>	<p>reference to the measures in Figure 3.5</p>

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			<p><u>Station which would lead into a pedestrian subway underneath Euston Road.</u></p> <p><u>Improved pedestrian links will connect to public realm improvements being delivered separately by Camden and TfL outside the Plan area, for example the West End project, which will enhance connectivity through Bloomsbury to the West End.</u></p> <p>Cycle routes and facilities TfL and the London Borough of Camden seek to strongly promote cycling, a growing form of sustainable transport. A connected cycle network will be provided throughout the Euston area, linking Euston Station and new developments with surrounding areas:</p> <ul style="list-style-type: none"> • North-south cycle lanes or tracks are proposed along Hampstead Road and Eversholt Street with connections into the wider cycle network. • Improvements to east-west cycling routes including through improvements to Euston Road and new connections across the Euston Station site. • <u>An improved north / south route via Gordon Street.</u> <p><u>The demand for cycle parking will increase substantially with HS2 in place and therefore significantly improved and enhanced dedicated secure off street cycle facilities and parking should be included as part of the station design, with appropriate design to contribute to a high quality public realm and allow pedestrian movement. The design of these facilities should contribute to a high quality public realm and allow pedestrian movement. Any new developments in the Euston area should provide cycle parking in accordance with the levels set out in the London Plan, thus ensuring that new residents and occupants have access to facilities separate to those at Euston Station.</u></p> <p><u>The potential closure of roads to traffic and the creation of new traffic-free links offers the opportunity for the provision of new cycle parking and additional Barclays Cycle Hire stands, further enhancing cycling capacity for the area."</u></p>	
MM13	58	Section 3.4	<p>Amend bus text as follows:</p> <p>"Bus facilities</p> <p><u>The redevelopment of Euston Station offers the opportunity to improve on the current bus station layout by providing a facility which is easy to use by passengers and contributes positively to the public realm, and to the setting of Euston Square Gardens and new development on the Euston Station site.</u></p> <p>Additional bus provision with good interchange between bus and rail will be required to</p>	To provide clearer guidance for the provision of new bus facilities (including prioritising pedestrian movement, high quality public realm and also type of facilities/services needed)

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			<p>meet the demand from HS2 and new developments. Bus trips will also help to reduce crowding on the Underground.</p> <p><i>Euston Bus Station is strategically important transport infrastructure and hence protected for industry and transport purposes. <u>The new facility should meet the growing demand generated by new development, HS2 and London's background growth.</u></i></p> <p>Therefore bus facilities will need to continue to be provided at Euston Station. Whilst the increase in passenger demand at Euston will require new bus facilities, it is also important that the provision of bus interchange facilities takes every opportunity to enhance movement for pedestrians and cyclists around the station and more widely through the Euston area, and contributes positively to the public realm and townscape.</p> <p><i>The redevelopment of Euston Station offers the opportunity to consider high quality alternatives to the current bus station facility which improve the setting of Euston Square Gardens and station frontage in general while enhancing bus passengers' experience.</i></p> <p><i>The key requirements for bus facilities at Euston are as follows:</i></p> <ul style="list-style-type: none"> • <i><u>Legibility of bus services – making it easy for passengers to find their stop</u></i> • <i><u>Intuitive layout – providing common stops for buses going in the same direction</u></i> • <i><u>Allowing full permeability for pedestrians moving through the area, with provision of direct crossings on desire lines that accommodate anticipated footfall</u></i> • <i><u>To help create a high quality urban realm which complements the design of the station and the surrounding area, helps to transform the image of the area and contributes to the creation of a world class station and above station development</u></i> • <i><u>To enhance the setting of Euston Square Gardens and minimise the dominance of buses</u></i> • <i><u>Accessibility for mobility impaired users – providing clear and step free access between trains and buses</u></i> • <i><u>To meet bus operational requirements, for example the ability of terminating routes to turn around and stand</u></i> <p><i>A number of options for bus provision at Euston have been considered (shown in Figures 3.5 and 3.6 and discussed at section 4.1 and 4.2), with the proposed option of a new</i></p>	

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			<i>linear bus street now to be developed further."</i>	
MM14	58	Section 3.4	<p>Add the following sentence to the end of the first paragraph under 'Managing taxi and private hire demand and impacts on the public realm':</p> <p><i>"The redevelopment of Euston Station offers the opportunity to provide safe, accessible, efficient, and well designed taxi and private hire facilities. Taxi and private hire provision and impacts will be managed, considering the need to enhance provision to accommodate the enlarged station, whilst providing an improved passenger waiting environment, managing holding and queuing, increasing taxi occupancy rates and encouraging uptake of more sustainable alternatives. <u>From 2018 all taxis will need to be zero emission capable.</u>"</i></p>	To reflect wider Mayoral policy to secure zero emission capable taxis by 2018
Additional Mi33	59	Section 3.4	<p>Add the following text at the end of Section 3.4:</p> <p><u>Delivery</u></p> <p><i><u>Delivery information for transport infrastructure referred to in this section is set out in detail in chapter 4, Places where relevant and also summarised on a site by site basis in appendix 1 in the delivery plans summary table.</u></i></p>	To provide cross reference to the proposed Delivery table.
Additional Mi34	60	Section 3.5	<p>Strategic Principle EAP4 - delete the 's' of heading word "Principles" so that it reads:</p> <p><i>"Strategic Principle EAP 4: Environment and open space"</i></p>	Correction
MM15	60	Section 3.5	<p>Amend Strategic Principle EAP4C as follows:</p> <p><i>"C: Development proposals should support the provision of new open spaces and enhancements to existing spaces that make them safer and more accessible, meeting demand from new development and improving the character of the area. An enhanced green infrastructure network, including new and improved open spaces, <u>retention of existing trees where possible</u>, green streets <u>with extensive tree planting</u> and other public realm, green roofs and walls will be developed to..."</i></p>	To ensure it is clear the new tree planting and retention/replacement of trees is expected as part of proposals
Additional Mi35	60	Section 3.5	<p>Amend first bullet point under Strategic Principle EAP 4 part C as follows:</p> <ul style="list-style-type: none"> <i><u>"Contribute to health and wellbeing and provide amenity value for residents, visitors and workers"</u></i> 	Minor amendment to acknowledge role of open space in relation to health and well being

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MM16	60	Section 3.5	Amend Strategic Principle EAP4D as follows: "D: The <u>concept creation</u> of an Ultra Low Emissions Zone (ULEZ) for Euston will be developed <u>considered</u>, in order to address air quality issues and promote low and zero emissions technology."	To strengthen text regarding future delivery of ULEZ, as Requested by Inspector following discussions at Hearings
Additional Mi36	62	Section 3.5	In the last paragraph under 'Decentralised energy network' add text so that it reads: "... <u>does not create any local environmental issues, in particular in relation to air quality.</u> "	Local air quality is of particular concern – this highlights this concern.
Additional Mi37	62	3.5	Amend second title to read: <u>"Water Flood risk, water and wastewater infrastructure"</u>	In response to representor 15 (Thames Water) comment 2
Additional Mi38	62	3.5	Amend the first paragraph under <u>"Water Flood risk, water and wastewater infrastructure"</u> on p62 to read: <u>"Camden's Flood Risk Management Strategy (2013) identified that tThere is some surface water flood risk in the area around Euston Station, therefore surface water management should be a design consideration in new development. Camden and the GLA will seek to ensure that surface water flooding risk is reduced in the Euston Area through on-site measures and wider provision across the area. Camden's requirements in relation to sustainable drainage systems (SuDS) is set out in policy DP23 (Water) of the Camden Development Policies. Regard will also be given to the recommendations in Camden's Flood Risk Management Strategy and any future national or local SuDS standards in assessing future development proposals. By the time any major planning application takes place in the Euston area, Camden is also likely to be a SuDS approval body with responsibility for ensuring that drainage meets national standards."</u>	In response to representor 9 (Environment Agency) comment 1
Additional Mi39	63	3.5	Amend the paragraph under 'Open space and green infrastructure' as follows: <u>"Green infrastructure, including the London Squares of Munster Square, Clarence Gardens, Euston Square Gardens, Harrington Square and part of Ampthill Square, Regent's Park (designated Grade I Historic Park and Garden) and other open spaces such as St James Gardens and Cumberland Market provide valuable green and open space in this central London location. These spaces also plays a vital role in promoting biodiversity; meeting the health and well-being needs of the local community, reducing air pollution and noise; reducing the heat island effect; and in providing urban drainage. Green infrastructure includes open spaces, landscaping, urban green spaces and public realm; street trees; and</u>	To reflect the role and status of Regent's Park.

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			<i>green and brown walls and roofs. The EAP provides a framework for the medium and long term provision of new and replacement open space, where it is lost as a result of the construction of HS2. Open space is a hugely valued community amenity here."</i>	
Additional Mi40	63	3.5	Amend last paragraph under '1. Re-provision of open space and biodiversity...' as follows: <i>"During <u>To help mitigate the temporary loss of open space associated with the construction of HS2, support will be given to the positive use of any appropriate vacant spaces for appropriate active temporary open space uses, such as food growing/ allotments, play space and temporary public open space.</u>"</i>	Minor amendments to clarify approach to supporting temporary open space provision to mitigate HS2 construction impacts.
MM17	64	Section 3.5	Amend second bullet point on right hand side of page 64 as follows: <ul style="list-style-type: none"> • <i>"Tree planting and other landscaping measures such as planters in existing streets and public realm areas;</i> • <i>Improvements to the biodiversity value of existing open spaces <u>and retention of existing trees wherever possible;</u> and</i> • <i>The provision of new publicly accessible local green and public realm spaces where opportunities emerge, including in Camden's housing estates."</i> 	To ensure it is clear the retention of trees is expected wherever possible
MM18	64	Section 3.5	Amend wording under the heading 'Euston Station Ultra Low Emissions Zone' as follows: <i><u>"An Ultra Low Emission Zone (ULEZ) should be investigated for Euston Station. The aim would be to improve air quality by removing the most polluting vehicles. This would require all vehicles driving to or from Euston Station to be zero or low emission. This would deliver benefits in air quality and support the delivery and use of low emission vehicles.</u></i> <i><u>By 2020 all of TfL's bus services that run through central London will either be single decker buses capable of running in zero emission mode or diesel hybrid double deckers similar to those already in operation. All new taxis from 2018 will be zero emission capable and there will be low emission options for freight and more electric cars also available.</u></i> <i><u>In February 2013 the Mayor announced his vision for an ULEZ in central London by 2020. An update to the London Assembly in February 2014 explained the context for the development of the central London ULEZ scheme is that central London is forecast to have the highest NO2 concentrations in the Capital. The scope of the central London scheme is being developed and the Euston ULEZ would need to be consistent with the central London scheme.</u></i>	To provide extra context regarding the proposed ULEZ at Euston

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<p><i>This would involve all vehicles driving to or from Euston Station during peak travel and working hours being zero or low emission. This would deliver benefits in air quality and support the delivery and use of low emission technology. By 2020 all buses in central London will be hybrid, with zero emission capable taxis, low emission options for freight and more electric cars also available."</i></p>	
Additional Mi41	67	4	Add " <u>Introduction</u> " title to the list of contents for the chapter.	Consistency
MM19	68	4	<p>Add introductory text and key plans to chapter 4 as follows:</p> <p><u>Introduction</u></p> <p><u>This chapter sets out the proposals for each of the seven character areas, 'Places', in the plan area in detail. Figure 4.1 below shows how the proposals for each area relate to the existing context, including the current extent of the railway cutting and the existing streets adjacent to Euston Station which will be lost if the station is expanded to add a high speed rail station.</u></p> <p><u>For each area (see figure 4.2 for a key plan) the existing context is summarised and then an overarching Development Principle to guide proposals in the area is set out. An illustrative masterplan reflecting these principles is provided, along with text explaining in more detail what is expected of proposals in order to meet the requirements of the Development Principle in terms of land uses, design, transport and public realm and the environment. Finally a delivery strategy provides detailed commentary on delivery issues including viability and funding, delivery partners and mechanisms and phasing for development. This delivery information is supplemented with further delivery commentary which applies to the whole plan area in chapter 5, along with a Delivery Plan Summary Table (Appendix 1) summarising key delivery information on a site by site/project basis.</u></p> <p><u>The seven Places are discussed in the following sections:</u></p> <p><u>4.1 Euston Station and tracks</u></p> <p><u>4.2 Euston Road</u></p> <p><u>4.3 Camden Cutting</u></p> <p><u>4.4 Drummond Street and Hampstead Road</u></p> <p><u>4.5 Regents Park Estate</u></p> <p><u>4.6 Amptill and Mornington Crescent Station</u></p>	To help people navigate the chapter and illustrative masterplans

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<u>4.7 West Somers Town</u>	
Additional Mi42	68	4	Show existing railway lines on a key plan for chapter 4 to aid understanding of the plans and add introductory plans (see Annex 1 below - map modifications).	To help people understand what the future plans look like compared with the existing urban fabric – responding to a community request at EAP Hearings.
Additional Mi43	68-1 1 3	4	Renumber figure numbers throughout chapter to reflect additional figures added at the beginning of the chapter.	Update
Additional Mi44	68	4.1	Amend the last sentence of the last bullet point under 'Context' as follows: <ul style="list-style-type: none"> "The previous original <i>emerging 2014 level deck scheme or an alternative scheme which lowers the platforms and tracks to enable development and new streets at ground level above would better support the EAP objectives.</i>" 	To update the latest HS2 station design position
MM20	69	Section 4.1	Amend Development Principle EAP 1 as follows: <p>"Development Principle EAP 1: Euston Station and tracks <i>A comprehensive approach to development at Euston Station and the front piazza will be required to help transform the image of Euston, through facilitating new and improved links, the creation of high quality public spaces and new development. Camden Council and the Mayor will seek to ensure that a new or refurbished Euston station is of the highest architectural quality to create a world class station, <u>public transport interchange and integrated public realm and above station development</u> which facilitates new (where practicable at ground level) east-west and north-south routes through the site and will seek lowered tracks and platforms as part of redevelopment as a preference. There is potential for between 1,000 and approximately 1,900 new homes and between 7,200 and approximately 13,600 additional jobs, along with 1,400 replacement jobs to be provided here depending on the station design and redevelopment footprint, constraints associated with railway infrastructure, particularly the cost and viability of decking, and compatibility</i></p>	To ensure Development Principle EAP 1 reflects key transport requirements and focus on knowledge based uses set out in Section 3.2.

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			<p><i>with the plan objectives and policies. A significant proportion, at least 30% (see Strategic Principle EAP 1), of any new office and/or research and development space should accommodate knowledge based, science based, innovative and creative industries to capitalise on the potential to create a knowledge and medical hub around Euston."</i></p>	
Additional Mi45	70	Figure 4.1	<p>Amend key to Figure 4.1 (now figure 4.3) as follows and update figure number: <i>"Area for Commercial led mixed-use development"</i> <i>"Area for Residential led mixed-use development"</i></p>	In response to representor 2 (Railway Heritage trust) comment 3
Additional Mi46	71	4.1	<p>Add the following text at the end of the paragraph under 'Land uses':</p> <p>"Knowledge economy priority: <i>There is potential for between 170,000 and approximately 270,000 sqm of employment floorspace, which includes the re-provision of existing commercial floorspace, above the new HS2 and redeveloped/refurbished existing station. At least 30% of this floorspace will be encouraged to be provided as either office or research space for knowledge based, innovative or creative industries to support the creation of a knowledge cluster in the Euston Road/King's Cross corridor (also see Strategic Principle EAP1 and supporting text at section 3.2).</i></p> <p>A mix of flexible office & research floorspace: <i>New grade A office space (B1a) should be provided with clear flexible floorplates to allow use by large corporates, academic institutions and innovative small businesses. Research and development floorspace (B1b) should be provided to support and attract existing expanding and new knowledge based, innovative and creative industries here. Some educational uses (D1) may be appropriate here where they are required to support the core B1b research and development space (also see Strategic Principle EAP1 and supporting text at section 3.2).</i></p> <p>Enhanced retail offer: <i>The majority of the potential total EAP retail floorspace is likely to be focused in this area (see Section 3.2). The station site could provide for a balance of A1 retail and A2-A5 uses. Provision should be outwards facing wherever possible, and contribute towards the creation of active streets and a vibrant public realm as well as providing for the needs of passengers. Careful consideration should be given to the relationship between additional retail and the role, character, vitality and viability of neighbouring centres. The exact</i></p>	To provide appropriate cross referencing to the relevant Strategic Principles.

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			<p><i>amount and mix of retail proposed as part of development here should be supported by robust retail assessments in accordance with the requirements of the National Planning Policy Framework, which demonstrate that the proposed retail mixes do not negatively impact upon nearby centres and meets the needs of rail users and local people. Camden’s policies relating to small and independent retail (Development Policy DP10) should be addressed.</i></p> <p>Social infrastructure: <i>Contributions from new housing development will be required to assist the funding of a new 2FE primary school at <u>Camden Cutting</u> North Euston Cutting and potentially additional school facilities in the area (depending on the amount of housing proposed) to meet the combined needs of the potential new population in this area. Appropriate contributions towards the provision of community facilities will also be expected (<u>also see Strategic Principle EAP1 and section 3.2 under “social infrastructure”.</u>)</i></p>	
MM21	73	Section 4.1	<p>Amend the text under the heading ‘Design’ as follows:</p> <p>“World class station design:</p> <p><i>A new or refurbished station should be of the highest architectural quality. <u>There are three interrelated aspects to World Class Station Design: the highest quality architecture; efficient functionality; and the facilitation of a new piece of city.</u></i></p> <p><u>Architecture</u></p> <p><i>The final design for the new Euston Station will incorporate above ground buildings. Ideally these will be limited to entrances, booking hall, necessary operational structures and associated retail. The architectural approach to these above ground buildings needs to be driven by the changing and emerging context but their scale and architectural language should immediately convey that this is an extremely significant transport interchange. These buildings need to build on the magnificent legacy of railway stations in London, and the United Kingdom as a whole, and produce a 21st century station of the highest architectural and material quality. This grand architecture will need an appropriate setting, and the expected scale of the station entrance and booking hall will need an equally spacious setting to both facilitate the anticipated number of people accessing the railways and retail, and signify the importance of the place, the building and its function.</i></p> <p><u>Functionality</u></p>	To provide more detail on what is meant by “world class” in terms of station design at Euston and to reflect the importance of an integrated approach to the station, interchange and development.

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			<p><i>For most users the success of the station will be down to its functionality and, in particular, the platform environment and the ability to easily access, interchange and orientate. Much of this will be determined by detailed station design and links to the Underground. However, the ground level pedestrian and cycle access and interchange with buses and taxis are part of the streetscape and setting of new development and therefore should seek to meet the aspirations of the EAP. Signage will be essential but access and interchange also needs to be intuitive. The design of the streets and spaces should signify the approach to this major interchange, arrival by train needs to allow an opportunity to orientate and continue journeys on foot in all directions. Interchange with buses and taxis needs to be clear and obvious although not necessarily confined to a single location. Simple, intuitive and legible design is essential to the functionality of this interchange and its connection into surrounding streets and neighbourhoods.</i></p> <p><i>A new piece of city</i></p> <p><i>The detailed design of the station will be considered through the HS2 planning regime with its urban context influencing its design. The redevelopment of Euston Station provides a once in a generation opportunity to create a substantial new piece of city in central London. The space above and around the station and tracks is capable of accommodating a significant number of new homes, jobs, shops and spaces. The provision of new high quality mixed use development set within new streets and green spaces that connect into the surrounding neighbourhoods will help create a vibrant, functional and beautiful new quarter of central London. It must be a place that is as successful for people who live and work in the area, as it is for people who arrive at the station to travel by train. This new piece of city should therefore be designed in conjunction with the new station or the opportunity will be lost.</i></p> <p><i>It should be noted that notwithstanding the above aspirations, if a station design is progressed on the footprint of the existing station or smaller (i.e. if HS2 does not go ahead or a scheme such as the community led Double Deck Down scheme) this is likely to require less demolitions, therefore reducing potential impacts on the local community.</i></p> <p>Comprehensive development: <i>"A comprehensive and integrated approach to station, public transport interchange and over station development above any new station and existing station will be sought".</i></p>	

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MM22	74	Section 4.1	<p>Add the following sentence at the end of text under 'Euston Arch':</p> <p><i>".... The arch historically formed part of the façade of the original station building and therefore its reinstatement should be considered in this context, taking into account any constraints associated with rail related infrastructure. <u>In his response to the HS2 Plus report by Sir David Higgins (17th March 2014), the Secretary of State for Transport asked Network Rail and HS2 Ltd to look into including proposals for a reinstated Euston Arch into more comprehensive redevelopment proposals for Euston Station</u>".</i></p>	To reflect current status of Euston Arch proposals in terms of Government support.
MM23	74	4.1	<p>Amend the Section under 'Protected and strategic views' as follows:</p> <p><i>"Protecting and enhancing strategic views and heritage assets:</i> <i>Development should largely be limited to 10 storeys to protect and enhance the Mayor's strategic view corridors. There may be potential for taller development in the south western and north eastern corners of the area in particular, as shown in the overarching urban design strategy for heights (section 3.3) subject to detailed impact modelling in line with the Mayor's London View Management Framework guidance and consideration of English Heritage's guidance on the Setting of Heritage Assets (2011) and consideration of the heritage and design context, particularly the setting of nationally important heritage assets including Regent's Park and Chester Terrace outside the plan area."</i></p>	<p>To provide consistency with the findings of the Views assessment in the Background Report and wording at section 3.3 of the EAP</p> <p><i>See also Annex 3 to this Schedule (Background Report & Historic Area Assessment: proposed changes)</i></p>
MM24	75	4.1	<p>Add the following text immediately underneath the main heading 'Transport and public realm':</p> <p><i><u>"The redevelopment of Euston Station will play a key role in the delivery of the transport measures set out in Strategic Principle EAP3 and supporting text within Section 3.4 of this Plan: the text set out below should be read in conjunction with this.</u></i></p> <p><i>Improved station accessibility:</i> <i>New station entrances east, west, south and north should be incorporated (unless demonstrated to be unfeasible) to facilitate walking and cycling to nearby destinations. Entrances at the north of the station would particularly help to encourage people to walk to Mornington Crescent and Camden Town as shown in figure 4.3."</i></p>	To provide appropriate cross reference to Section 3.4 of the Plan and to the illustrative masterplan (figure 4.1).
MM25	75	4.1	<p>Amend 'Bus facilities' text as follows:</p> <p><i>"Bus facilities:</i> <i>The provision of bus facilities, including high quality passenger waiting facilities as well as standing and turning for terminating services, will be required in order to meet increased</i></p>	To provide clarity on the approach to bus facility design.

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			<p>future <u>passenger demand</u> and operational requirements.</p> <p>The design and location of these bus facilities needs careful consideration, in order to improve the setting of Euston Square Gardens, make the most of opportunities to enhance the public realm, and contribute positively to the image and attractiveness of Euston as a gateway to London and major new destination.</p> <p><u>A number of options for a new bus facility have been assessed and the proposed option of a new linear bus street is now to be developed further as TfL’s preferred option. Section 3.4 of this Plan (Public transport infrastructure – Bus facilities) sets out general design requirements for new bus facilities at Euston and seeks to ensure that new provision meets the requirements of bus passengers whilst also providing a permeable, safe and attractive environment for pedestrians and cyclists. A linear bus street option would be designed to meet these requirements through:</u></p> <ul style="list-style-type: none"> • <u>Providing a linear arrangement that has a reduced width and reduced barriers (to the current bus facility), therefore reducing severance;</u> • <u>Being designed to be of similar scale to the surrounding street network, and to feel like a part of an attractive London streetscape</u> • <u>Accommodating pedestrian crossings on the key desire lines to and from Euston Station, providing for generously sized, safe and attractive routes that meet anticipated levels of footfall</u> • <u>The prevention of buses from stopping on pedestrian crossing points would enable visual gaps along the bus street, thereby preventing a visual ‘wall of buses’ waiting in front of the station. This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.</u> • <u>Protecting and enhancing the spatial integrity of Euston Square Gardens and removing bus movements from within the open space.</u> <p>An option to reduce the amount of bus infrastructure in front of the station by stopping more buses on existing streets has <u>also</u> been investigated, and Camden Council is keen to continue discussions with TfL through the TfL Roads Task Force work. Any new bus facilities provided will need to balance the needs of bus users with a safe and attractive public realm environment for pedestrians and cyclists. <u>Please also refer to section 3.4 for more details on the approach to bus facility provision.</u> ”</p>	
Additional Mi47	75	4.1	Amend text on right hand side of page 75 as follows (NB figure numbers for chapter 4 updated to reflect additional figures added):	To provide appropriate cross referencing to sections elsewhere in the

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<p><i>"Managing demand and provision for taxis and private hire vehicles:</i></p> <p><i>Whilst ensuring a high level of service for taxi users Camden and the Mayor will seek to try and reduce the impact which the vehicles have on the local area through:</i></p> <ul style="list-style-type: none"> <i>• the use of taxi sharing and by promoting alternatives modes such as walk and cycling</i> <i>• encouraging the use of cleaner vehicles through the introduction of an Ultra Low Emissions Zone (ULEZ) and ensuring that ranking and pick up / drop off are carefully managed</i> <i>• focusing taxi movement on the station site, particularly new streets created, and away from predominantly residential uses.</i> <p><i><u>Please also refer to section 3.4 for more details on the approach to taxi management in the area.</u></i></p> <p><i>Provision of new routes:</i></p> <p><i>New pedestrian and cycle routes should be facilitated by new development, as set out in detail in the design section above <u>and on figures 4.3, 3.3, 3.5, 3.6 and 3.8.</u></i></p> <p><i>Provision of cycle facilities to meet new demand:</i></p> <p><i>Cycle parking zones are proposed for key locations close to cycle routes, to help encourage cycling as a convenient way to travel to and from the station. The station site should provide significantly enhanced provision for cyclists in order to support an increase in the mode share of cycling from Euston Station, <u>see figure 4.3 and 3.5 for proposed locations.</u>"</i></p>	EAP.
Additional Mi48	76	4.1	<p>Amend the second sentence under 'New open spaces and amenity' as follows:</p> <p><i>"However, transport infrastructure constraints mean that it may be challenging to re-provide the open space lost at St James's Gardens <u>and Hampstead Road Open Space</u> or to meet all additional public open space demands on-site A key priority will be the replacement of St James's Gardens as open space as close to its original location as possible in the Drummond Street/Hampstead <u>Road</u> sub area..."</i></p>	Amendment to acknowledge loss of Hampstead Road open space, as well as St James's Gardens
Additional Mi49	76	Section 4.1	Amend wording at the bottom paragraph under 'New open spaces and amenity space' as follows:	To clarify that proposals in the plan area should

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			<p><i>"Development towards the higher end of housing and employment capacities indicated in Development Principle EAP1 would lead to significantly higher levels of need for additional open space provision. Full consideration should therefore be given to the provision of additional open space on decking space above the tracks to the north of <u>Camden Cutting North Euston Cutting</u> (see Figure 4.4) as part of development proposals involving higher levels of development on the Euston Station and Tracks, either through direct provision or through a financial contribution, taking into account feasibility and viability issues."</i></p>	<p>be able to largely meet open space requirements on site, but that full consideration of the provision of a new open space on the Camden Cutting deck to the north should also be considered, subject to viability.</p>
Additional Mi50	77	4.1	<p>Add the following line immediately underneath the heading 'Delivery strategy'</p> <p><i>"<u>Detailed delivery information for the Euston Station and tracks area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section.</u>"</i></p>	<p>To provide cross reference to the proposed Delivery table.</p>
MM26	77	4.1	<p>Amend the first sentence of the first paragraph underneath the heading 'A comprehensive approach' as follows:</p> <p><i>"A comprehensive <u>and integrated</u> approach to station, and forecourt, <u>and public transport interchange</u> development will be required with any station design option, to secure well designed over station development across both the high speed station and a redeveloped Euston Station and facilitate the redevelopment of the station forecourt area, <u>well integrated with wider public transport interchange infrastructure...</u>"</i></p>	
Additional Mi51	78	4.1	<p>Amend the last paragraph on page 78 (under 'viability and funding') as follows:</p> <p><i>"Further refinement on detailed design will help to address viability, however additional funding from the Government through extra funding for the HS2 station at Euston or other mechanisms may be required to help deliver all the EAP principles and objectives here. Further funding is likely to be required for HS2 if the more comprehensive HS2 baseline scheme/<u>emerging new level deck scheme is progressed</u> reverted to, but this could deliver higher levels of homes and jobs (at the upper end of the ranges set out in this document). There may also be other ways of delivering a comprehensive redevelopment of the station with lowered platforms and tracks on the existing site, through Network Rail /DfT working in tandem with the HS2 process. Delivery and funding options would need to be investigated."</i></p>	<p>To provide updated reference to the latest station design context.</p>

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Additional Mi52	79	4.1	Amend the first two sentences underneath 'Euston Station redevelopment' as follows: <i>"The Department for Transport, HS2 Ltd and Network Rail will be critical in progressing any proposals for this area as well as Camden Council in its role as landowner (for some roads/areas) and planning authority. HS2 Ltd is responsible for..."</i>	Correction
Additional Mi53	79	4.1	Amend last sentence underneath the heading 'Infrastructure' as follows: <i>"See section 5.6 for information on the approach to S106 and CIL contributions."</i>	To provide more detailed cross referencing
MM27	79	4.1	Add the following to the last sentence in first paragraph underneath the heading 'Phasing' as follows: <i>"The phasing set out below assumes that any over-site development occurs at the same time as providing a deck <u>but OSD construction is likely to continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.</u></i> <i>Medium term (2019-2024)</i> <ul style="list-style-type: none"> • Euston Station footprint constructed • HS2 station footprint constructed • Redevelopment of Euston Station forecourt and existing office blocks • Infrastructure provision <i>Long term (2024+)</i> <ul style="list-style-type: none"> • HS2 station – open in 2026 • <u>Phased over site development"</u> 	To provide latest information regarding likely phasing of development.
MM28	80	4.2	Amend third bullet point under 'Context' to read: <i>"It contains a number of designated heritage assets including the Grade I Listed Church of St Pancras and the Grade II* Listed Euston Fire Station, and is partly largely covered by Bloomsbury Conservation Area. <u>A number of buildings associated with commercial, research and institutional occupiers, notably the Wellcome Building, 1-9 Melton Street (Grade II Listed), Friends' House (Grade II Listed), and the British Library, are also of architectural and heritage importance.</u>"</i>	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 4
Additional Mi54	80	4.2	Amend fourth bullet point under 'context' to read: <i>"Euston Square Gardens is an underused protected London Square fronting onto Euston</i>	Minor amendment to note that Euston Square Gardens is well used by

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			<i>Road and provides the setting to the Euston Station complex. <u>While it accommodates significant levels of pedestrian movement, it is underused as a potential amenity space.</u></i>	pedestrians, but is underused as an amenity space
MM29	80	Section 4.2	Amend Development Principle EAP2 (part B) as follows: "B: Elements of the historic design of Euston Square Gardens and its heritage assets will be restored, including moving the Stephenson Statue close to its original location. Opportunities to improve their setting through the provision of a redesigned bus facility and new development to front onto them will be encouraged to create a more welcoming, usable and attractive green space."	Stephenson Statue is currently located in front of the station in the piazza. It will need to be relocated, therefore this provides guidance on a suitable location.
Additional Mi55	82	4.2	Amend the text under 'Enhancing heritage assets' to read: <i>"Improve the setting of, and views to, heritage assets, including the Church of St Pancras (Grade I Listed), Euston Fire Station (Grade II* Listed), 1-9 Melton Street (Grade II* Listed), 14-15 Melton Street, Friends House (173-177 Euston Road, Grade II Listed), and listed features within Euston Square Gardens. <u>The relocation of the Stephenson Statue between the lodges will be encouraged</u>"</i> As the Wellcome Building is not listed and slightly away from the station site, and the Leslie Green station is also not listed and within the current anticipated HS2 footprint, it is considered that these should not be specifically mentioned, although they would still qualify as 'heritage assets' as mentioned in the text.	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 6, and to reflect proposed main modification to Development Principle EAP2 (reference to Stephenson Status)
Additional Mi56	84	4.2	Amend first paragraph under 'reinstating and improving Euston Square Gardens' as follows: <i>"Euston Square Gardens could be improved to provide an enhanced entrance to Euston Station, and reinforce its role as an important green space and its status as a historic London Square. <u>This should include reference to the original plan and layout of the Gardens. The gardens should be retained and improved, however if HS2 requires their use to enable construction of the HS2 project they should be fully reinstated following completion...</u>"</i>	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 7
Additional Mi57	85	4.2	Add the following immediately underneath the heading 'Delivery Strategy': <i><u>"Detailed delivery information for the Euston Road area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section."</u></i>	To provide cross reference to the proposed Delivery table.
MM30	86-91	Section	The 'North Euston Cutting' is to be renamed the "Camden Cutting". All references to be	To reflect the community

Modification ref.	Page	Policy/ Section	Modification	Reason for change
	(etc)	4.3 (and through out)	changed accordingly throughout document.	name for the railway cutting.
Additional Mi58	86	4.3	<p>Amend bullet points under Context as follows:</p> <p>"Context:</p> <ul style="list-style-type: none"> • <u>Historic railway cutting largely owned by Network Rail. The surrounding area is predominantly residential in nature.</u> • <u>Camden Town and Regent's Park Conservation Areas bound the cutting</u> • <u>Heritage assets surround the northern part of the cutting, including Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting.</u> • <u>Numerous listed buildings, structures and In addition, the cutting area contains a number of undesignated heritage assets including the walls along Mornington Terrace, Clarkson Way and Park Village East, which have been identified as undesignated heritage assets through Camden Council's Local List process. Mornington Street Bridge itself is also an undesignated heritage asset, but the brick piers at either end are Grade II Listed Structures.</u> • <u>Contains Site 11 Granby Terrace of the Camden Site Allocations document (this site would be lost as a result of HS2)"</u> 	Minor amendments providing clarity in relation to context, to reflect the residential nature of the surrounding area, to note the existence of heritage assets around the North Euston Cutting, and to remove ambiguity in relation to undesignated heritage assets
Additional Mi59	86	Section 4.3	<p>Amend Development Principle EAP3 text, last sentence as follows:</p> <p><u>"Development proposals should be sensitive to the historic context and seek to preserve and enhance the setting of heritage assets through sensitive design and scale."</u></p>	To reflect national conservation guidance language and aspirations
MM31	89	Section 4.3	<p>Amend the first bullet point on p89 as follows:</p> <ul style="list-style-type: none"> • <u>"New development should be scaled to reflect the cutting's historic setting, the different ground levels of existing streets and the height level of any new deck above the cutting. Building heights should be up to/in the region of 4-6 storeys (12-18 metres) to the north of the development parcel rising up to around 9-10 storeys (i.e. around 27- 30 metres from existing ground level (which equates to between 53 metres AOD and 54.2 metres AOD)) to the south close to Hampstead Road. These indicative heights should be measured from existing ground level (2014) based on Ordnance Survey Data."</u> 	To provide a definable baseline for heights against which proposals can be assessed

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Mi60	89	Section 4.3	Amend the third bullet point on p89 as follows: <i>"The design of new development and materials used should respect and enhance the character of the surrounding historic townscape, responding to the character of surrounding buildings, particularly the fine grained historic terraces and villas. Where possible, remaining sections of the railway cutting walls <u>and parapets</u> should be retained and incorporated"</i>	Clarification
Additional Mi61	90	Section 4.3	Add the following sentence under 'New east-west links': <i>"The design of new development should facilitate the creation of new east-west pedestrian and cycle links between Park Village East and Clarkson Row/Mornington Terrace to improve the permeability of the area.</i> <i><u>Park Village East should be extended to meet Hampstead Road, but as a local access route only."</u></i>	Clarification
Additional Mi62	90	4.3	Add the following sentence under the existing 'New open spaces and amenity space' text: <i>"... This would enable the creation of a green cycle route from Euston to Camden Town, as well as a valuable amenity space for the existing and new community.</i> <i><u>Where it is not possible to deck over the cutting, the railway cutting should be able to be viewed from street level, through appropriately designed walls where compatible with railway safety and operations requirements."</u></i>	To note the preference of heritage and community groups to be able to see the railway cutting where there is no decking.
Additional Mi63	91	4.3	Add the following immediately underneath the heading 'Delivery Strategy': <i>"Detailed delivery information for the Camden Cutting area is set out below. See also <u>Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section."</u></i>	To provide cross reference to the proposed Delivery table.
Additional Mi64	91	4.3	Amend second paragraph under 'Viability and funding' as follows: <i>"Whilst there are engineering requirements associated with decking over railway tracks, HS2 Limited has indicated decking in this area would be feasible, although it may not be possible to deck over the cutting completely due to significant technical constraints.</i>	Clarification

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<i>Section 5 Section 5.5 (Figure 5.1) of this report Plan indicates..."</i>	
MM32	92	4.4	Amend the fourth bullet point under 'Context' as follows: <ul style="list-style-type: none"> <i>"There are areas of historic and townscape character, including listed buildings and undesignated heritage assets in the Drummond Street area, and the historic St James's Gardens, which contains a number of listed features. Approximately two thirds of the Gardens lies within the proposed extended footprint of Euston Station as proposed by HS2, but also areas that Parts of this sub area also detract from the street scene and which require action, such as blank building frontages facing onto Hampstead Road, and the blank western frontage to Euston Station."</i> 	To ensure accurate reference to heritage context in the area
Additional Mi65	93	4.4	Amend the last sentence under 'supporting meanwhile uses' as follows: <p><i>"In exceptional circumstances, a permanent change of use would be considered where it can be demonstrated that the use would no longer be viable due to the <u>changed context, station building or use.</u>"</i></p>	Clarification, and to reflect earlier text regarding the relationship between changes context and meanwhile uses.
Additional Mi66	95	Section 4.4	Fig 4.5 (updated to figure 4.7) (option 3): correct map labelling for 'Cobourg Street'	Correction.
MM33	96	4.4	Amend wording under "Drummond Street area public realm" heading: <p><i>"Public realm improvements will be sought for the area including Drummond Street, Euston Street and Stephenson Way. In association with this, Drummond Street/ Euston Street <u>will be designed as a pedestrian and cycle friendly place with a high quality public realm and appropriate traffic management measures to make it a successful and vibrant place will be given pedestrian priority with through traffic restricted, and appropriate local access measures in place.</u>"</i></p>	In response to representations from Representor 14 (DSTA) comment 1 and representor 22 (Amphill TRA) comment 4
Additional Mi67	97	4.4	Add the following immediately underneath the heading 'Delivery Strategy': <p><i>"Detailed delivery information for the Drummond Street and Hampstead Road area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section."</i></p>	To provide cross reference to the proposed Delivery table.
MM34	97	4.4	Amend 5 th bullet point under 'viability, delivery partners and mechanisms...' as follows: <ul style="list-style-type: none"> <i>"Drummond Street pedestrian priority: Pedestrian priority and through traffic restrictions in the Drummond Street/ Euston Street area could be implemented by LB</i> 	In response to representor 13 (HS2 Ltd) comment 10

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<p><i>Camden and funded by Camden/ HS2 so far as required as a result of the works to the railway scheme, topped up by L.B. Camden where appropriate. The area of Drummond Street occupied by HS2 for railway construction will need to be restored to a scheme agreed with the Council. Camden Council will work with HS2 to improve the quality of the public realm here in line with the aspirations of this plan. Delivery would be towards end of plan period following HS2 construction."</i></p>	
Additional Mi68	97	Section 4.4	<p>Amend final bullet point under 'Phasing' – 'Long term (2024+)' as follows:</p> <ul style="list-style-type: none"> • "Replacement open space at for St James Gardens" 	Correction
Additional Mi69	98	Section 4.5	<p>Amend second bullet point under 'Context' as follows:</p> <ul style="list-style-type: none"> • "Mix of building and unit types, set in landscaped space which creates <u>a</u> lack of clear definition between private space as well as building fronts and backs which creates <u>resulting in community safety issues."</u> 	Correction/ clarification.
Additional Mi70	98	Section 4.5	<p>Add a new bullet after the third bullet under 'Context' as follows:</p> <ul style="list-style-type: none"> • "<u>Regent's Park, a designated Grade I Historic Park and Garden and part of a conservation area is immediately to the west of the estate. The estate boundary along Albany Street is adjacent to the rear of nationally important heritage assets such as the Grade I Chester Terrace."</u> 	To recognise the nearby heritage assets of Regent's Park and the adjacent heritage assets
Additional Mi71	98	Section 4.5	<p>Amend sixth bullet point under 'Context' as follows:</p> <ul style="list-style-type: none"> • "Significant HS2 construction impacts resulting in the <u>loss of housing blocks within Regent's Park Estate (Eskdale, Silverdale and Ainsdale) and other properties including Stalbridge House and the Granby Terrace Depot, along with <u>the</u> loss of associated housing land, open space, play facilities and the Silverdale Tenants' Hall. At least <u>188</u> 191 homes will be lost on the estate with a further 153 close to construction. This combined with construction impacts <u>would have</u> has a significant impacts on the community here."</u> 	Correction
Additional Mi72	98	4.5	<p>Amend the third bullet point in Development Principle EAP5 as follows:</p> <ul style="list-style-type: none"> • "provide new open spaces and improve access and use of existing open space within the estate, taking opportunities to and enhance the legibility of the historic street 	Correction

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<i>pattern of the market squares..."</i>	
MM35	99	4.5	Amend the first bullet point under 'New homes' as follows: <ul style="list-style-type: none"> • <i>"Around 13060 homes would potentially be infill housing developments as illustrated in figure 4.68..."</i> 	To reflect latest housing infill figures consulted on by LB Camden (as replacement housing for those lost as a result of HS2)
Additional Mi73	99	4.5	Amend second bullet under 'new homes' to refer to figure 4.8 (not Figure 4.6)	Update to reflect changed numbering, as elsewhere
Additional Mi74	99	4.5	<i>Amend text in first paragraph under 'Priority for replacement homes' as follows: "Potentially 191188 homes would be demolished on Regent's Park Estate (required to widen the railway cutting) and a further 153 are immediately adjacent to the construction zone. Further work is needed by HS2 and Camden to consider the implications of construction on these blocks. The HS2 Hybrid Bill process will determine the impact and appropriate mitigation for these adjacent blocks if it is demonstrated that they are affected. If these blocks are redeveloped..."</i>	In response to representor 13 (HS2 Ltd) comment 8
MM36	100, 101	4.5	Amend figure 4.6 (renumbered to figure 4.8) and other relevant plans throughout which show potential development sites including Appendix 2 (list of development sites) to show additional LBC housing infill sites. See Schedule of Proposed Map Modifications.	To reflect latest housing infill sites consulted on by LB Camden (as replacement housing for those lost as a result of HS2)
Additional Mi75	101	Section 4.5	Figure 4.6 (updated to figure 4.8)– correction – William <u>Road</u> (not William Street)	Correction
Additional Mi76	102	Section 4.5	Amend the first sentence under 'Environment' – 'Protecting and enhancing open space' as follows: <i>"The introduction of new and replacement housing on the estate, in addition to wider direct loss of open space as a result of HS2, will lead to a need for new and enhanced open space and sports/play provision in Regent's Park Estate and a comprehensive approach to landscaping and the public realm. An estate wide open space strategy should therefore be brought forward alongside proposals for infill housing development. <u>The Council's brief to consultants looking at infill housing in the estate requires a landscape consultant to draw</u></i>	To ensure the brief for the Council's consultants looking at infill housing and open space is reflected in the text.

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<i>together a strategy to look at public realm, spaces and landscaping for all infill sites and the wider area as part of a coordinated approach. This approach should include the following measures:...</i>	
Additional Mi77	102	4.5	Add the following immediately underneath the heading 'Delivery Strategy': <i>"Detailed delivery information for the Regent's Park Estate area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section."</i>	To provide cross reference to the proposed Delivery table.
Additional Mi78	103	4.5	Amend first bullet point under 'Delivery partners and mechanisms for key sites/projects' as follows: <ul style="list-style-type: none"> <i>"Regent's Park Estate: Camden Council will be the key delivery agent for new and replacement homes and their Community Investment Programme will be the key delivery mechanism working with HS2 where appropriate to mitigate housing lost. Further feasibility work and community involvement will be required to refine the potential for infill homes and the approach to open space re-provision."</i> 	To reflect that further work will also relate to open space re-provision.
Additional Mi79	103	4.5	Amend last two bullet points under 'Delivery partners and mechanisms for key sites/projects' as follows: <ul style="list-style-type: none"> <i>"Temporary energy centre: To be provided in association with housing development here, progressed and funded through a combination of HS2 mitigation, Camden CIP and/or S106 contributions."</i> <i>Shop front improvements: Opportunities to secure funding from Lottery Funding, or support through the Regent's Park-CIP work."</i> 	Clarification regarding delivery sources.
Additional Mi80	103,107,113, 117	4.5-5.4	Amend references to short term as follows: "Short term: 2013 <u>2014</u> - 2018"	Update
Additional Mi81	104	4.6	Add the following sentence to the end of the first bullet point under 'context': <ul style="list-style-type: none"> <i>"Amphill Square Estate is owned by Camden Council. It was built in the 1960s in an open plan layout with low community buildings interspersed with three tower blocks and includes a tenants and residents hall along its southern boundary. <u>The estate has had significant investment in the open space and security in recent years.</u>"</i> 	To reflect recent investment and associated discussion at hearing
MM37	104	4.6	Amend the first line of Development Principle EAP6 as follows: <i>"Opportunities to enhance the public realm and accommodate new and replacement homes within Amphill Estate will be sought..."</i>	To reflect phasing constraints affecting ability to deliver early replacement housing

Modification ref.	Page	Policy/ Section	Modification	Reason for change
				here as part of HS2 mitigation
Additional Mi82	105 and 109	Section 4.6/ 4.7	Amend key for figures 4.7 and 4.8 (now updated to figures 4.9 and 4.10) to read " <u>Existing</u> paths through residential area(s)"	To clarify the type of route.
Additional Mi83	105	Section 4.6	Alter routes illustrations on Figure 4.7 (updated to figure 4.9) to reflect publicly accessible existing links during daylight hours.	To more accurately represent public access during daylight hours across the estate on figure 4.7
MM38	105	4.6	Delete the 'Priority for replacement homes' text under 'Uses': "Priority for replacement homes: <i>Of these homes, the priority will be to provide replacement homes lost due to the construction of HS2 at Regent's Park Estate, if the timing of their delivery allows, to complement any opportunities for infill development in Regent's Park Estate."</i>	To reflect phasing constraints affecting ability to deliver early replacement housing here as part of HS2 mitigation
MM39	106	4.6	Delete the following text under 'Design' – 'Building frontage design': "Building frontage design: <i>Should address the relationship between the buildings and the street to encourage walking and cycling. particularly through the London Square to new housing to the east and north Somers Town to the west. "</i>	To reflect that this is a general aim across the area, and to reflect the discussion at the hearing regarding the nature and impacts of access through the London Square.
Additional Mi84	106	4.6	Amend text under 'Enhancements to open spaces' as follows: <i>"HS2 Ltd, along with nNew developments in theis area should contribute towards improvements to existing open spaces in the area at Ampthill Square and Harrington Square</i>	Amendment to reflect potential for mitigation funds from HS2 to contribute towards public realm improvements
Additional	107	4.6	Add the following immediately underneath the heading 'Delivery Strategy': <i>"Detailed delivery information for the Ampthill and Mornington Crescent station area is set</i>	To provide cross reference to the

Modification ref.	Page	Policy/ Section	Modification	Reason for change
Mi85			<i>out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section."</i>	proposed Delivery table.
MM40	107	4.6	<p>Amend 'Replacement housing and long term planning as follows:</p> <p>"Replacement Housing and long term planning</p> <p><i>The illustrative masterplan shown has been developed partly in response to the shorter term need to accommodate housing to replace that lost due to the construction of HS2 at Regent's Park Estate, although sites shown may be dependent upon the phasing of the railway construction. Due to the pressing need to find locations where development can be quickly progressed in the local area, additional sites at Ampt Hill may need to be utilised to help with this. Camden Council will work with local residents and businesses to test options for the amount, type and range of housing possible at Ampt Hill Estate following on from the opportunities along the railway edge identified at figure 4.79."</i></p>	To reflect phasing constraints affecting ability to deliver early replacement housing here as part of HS2 mitigation
MM41	107	4.6	<p>Amend bullet point 4 under 'Delivery partners and mechanisms...' as follows:</p> <ul style="list-style-type: none"> <i>'Improved open spaces: <u>Ampt Hill Square and Harrington Square may be required during the construction of HS2, and improvements to these spaces should be provided as part of their reinstatement following construction by HS2, in consultation with the local communities, with additional funding from wider S106/ CIL contributions where appropriate. If they are not required during the construction of HS2, funding and delivery of enhancements to the quality, and access to, and the setting of open space at Harrington Square is likely to be led by TfL and Camden Council with potential funding sources from developers and wider S106 contributions from development here.</u></i> 	Amendment to reflect potential construction role of these spaces, and thus the role of HS2 in delivering reinstatement works to these spaces, as well as potential wider development contributions
MM42	107	4.6	<p>Amend text in bullet points under 'Phasing' as follows:</p> <p><i>"Short to long term (20134 - 2026+)</i></p> <ul style="list-style-type: none"> <i>Shop front improvements</i> <i>Ampt Hill new residential opportunity sites and open space improvement</i> <i>Reprovision of community hall</i> <p><i>Long term (2024+)</i></p>	To reflect phasing constraints affecting the ability to deliver early replacement housing here as part of HS2 mitigation, and relevance of setting of Harrington Square in future improvements

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<ul style="list-style-type: none"> • <i>Bus facilities</i> • <i>Enhanced pedestrian and cycle links</i> • <i>Enhanced setting of, and access to open space at Harrington Square</i> • <i><u>Amptill new residential opportunity sites and open space improvement</u></i> • <i><u>Reprovision of community hall</u></i> 	
Additional Mi86	108	Section 4.7	Amend second bullet point under context as follows: "Eversholt Street and Chalton Chalton Street provide..."	Correct spelling for Chalton Street
MM43	108	4.7	Amend Development Principle EAP7 as follows: "New and improved routes between Euston Station, St Pancras and King's Cross will help to enhance the connectivity of the wider area. Eversholt Street will be a greened and vibrant route with shops and ground floor active frontages on both sides of the street. The redevelopment of Drummond Crescent to provide new school facilities and opportunities for the renewal/ intensification of Churchway Estate will be investigated working with the local community. <u>Enhancements to Chalton Street market and public realm here will be encouraged.</u> Any potential construction impacts, including those that could arise from the proposed Crossrail 2 project should be carefully managed to minimise disruption to the local community."	To ensure the importance of Chalton Street market is reflected in the development principle appropriately.
MM44	110	4.7	Amend second paragraph under 'New and improved retail' as follows: "Non-retail uses along Eversholt Street and Chalton Street neighbourhood centres will be managed in line with the guidance set out in Camden's Revised Planning Guidance for Central London SPD. <u>Chalton Street market:</u> Support will also be given to the enhancement of Chalton Street market, in order to maintain its role in providing goods for local people and adding to the vibrancy of the area, <u>which Camden Council and the community are promoting.</u> "	To ensure the importance of Chalton Street market is reflected in the supporting text appropriately
Additional Mi87	110	4.7	Amend text under 'Design' – 'Reinstate historic street patterns' as follows: "Reinstate historic street pattern particularly at Churchway and Lancing Street to achieve improved cycling and walking <u>and to create active streets and routes.</u> "	Correction
Additional	111	4.7	Amend text under 'Design' – 'Drummond Crescent design' as follows: "At Drummond Crescent a school led mixed use development will be supported that	Correction

Modification ref.	Page	Policy/ Section	Modification	Reason for change
Mi88			<i>preserves the historic curve of Drummond Crescent and improved and safe pedestrian routes through the site which may require housing or other appropriate uses to fund it."</i>	
Additional Mi89	111	4.7	Amend text under 'Transport and public realm' – 'Pedestrian and cycle improvements on Eversholt Street' as follows: <i>"Enhanced pedestrian crossings and cycle facilities on Eversholt Street, particularly through improving crossing points and careful design of junctions to better facilitate pedestrian and cycle movement."</i>	Correction
MM45	111	4.7	Amend first paragraph under 'Open space' to read: <i>"A playground on the Churchway estate could be lost during part of the construction phase on HS2 in this area and if so will need to be replaced. The playground at Churchway Estate is required by HS2 for construction. The HS2 Environmental Statement identifies the intention to reprovide this and Camden Council will work with HS2 to seek to ensure appropriate provision is made."</i>	In response to representor 13 (HS2 Ltd) comment 9
Additional Mi90	112	4.7	Add the following immediately underneath the heading 'Delivery Strategy': <i>"Detailed delivery information for the West Somers Town area is set out below. See also Appendix 1 of the plan (Delivery Plans - Summary Table) for a summary of key delivery information for each site/project set out in this section."</i>	To provide cross reference to the proposed Delivery table.
Additional Mi91	112	4.7	Amend text under "Viability, delivery partners and mechanisms for key sites/projects" as follows: Housing and development viability issues applicable and to this area are discussed in chapter 5. Specific delivery issues for projects are set out below:	To avoid repetition
MM46	113	4.7	Amend bullet points under 'Phasing' as follows: <i>"Short term (20134 – 2018)</i> <ul style="list-style-type: none"> • Drummond Crescent site • Shop front improvements <i>Medium term (2019 – 2024)–</i> <ul style="list-style-type: none"> • Renewal/intensification of Churchway Estate <i>Long term (2024+)</i>	To reflect latest delivery timescales.

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			<ul style="list-style-type: none"> • <i>Crossrail 2</i> • <i>Eversholt Street active frontages and shop front improvements</i> • <i>Renewal/intensification of Churchway Estate</i> • <i>Chalton Street improvements</i> 	
Additional Mi92	115 & 116	5	Change the title to " <i>Delivery, planning benefits and monitoring</i> "	Correction
MM47	(116)	Section 5	A delivery plans summary table is proposed to be added to set out details for the implementation, phasing and key partners for key projects/sites identified in the Euston Area Plan. The table will be added as appendix 1 to the Plan, and is set out in full at Annex 2 to this Schedule.	To summarise and clearly set out delivery factors for each proposal or project in the plan. <i>Slight amendments to figure references under sections 4.1, 4.3, 4.4 and 4.5 agreed with Planning Inspector on 2nd January 2015</i>
MM48	117	Section 5.2	<p>Insert the following new text below the first paragraph under heading '5.2 Working with our partners':</p> <p><i>"... at Management Board and Strategic Board level during the preparation of the Plan, as well as regular meetings at officer level.</i></p> <p><i><u>It is proposed that the EAP Management and Strategic Boards will continue to meet to provide management and strategic direction in implementing the proposals and principles set out in this plan. Membership of these boards may need to be varied over time to reflect the changing role of the board, involving any future development partners for the station over site development for example, is likely to be necessary at some point. This will help to guide any more detailed design proposals in a collaborative and effective way.</u></i></p> <p><i>Many of the sites identified in the Euston Area Plan..."</i></p>	To ensure implementation role of EAP Boards is clear.
Additional Mi93	117	5.3	<p>Amend the first paragraph under heading '5.3 Delivery plans' as follows:</p> <p>"Key delivery issues are described for each site and projects within the sub areas in Part 4, including viability, delivery partners and mechanisms and phasing. <u>A summary of all the delivery issues for each site is presented in the Delivery Plan Summary table at appendix 1 – please refer also to this.</u></p>	To provide appropriate cross referencing to delivery tables.

Modification ref.	Page	Policy/ Section	Modification	Reason for change
			The Council and the GLA will use these delivery plans... ”	
Additional Mi94	117	5.4	Amend the text immediately under the heading ‘5.4 Phasing’ as follows: “This Area Plan will run until 2031. For phasing purposes this has been split into the following three periods, which are referred to in the delivery strategies for each area in Part 4 and in the <u>delivery plans summary table (Appendix 1):...</u> ”	To provide appropriate cross referencing to delivery tables.
Additional Mi95	120	5.6	Amend second bullet point under the heading ‘Community Infrastructure Levy’ as follows: “Camden CIL: The Council is currently developing detailed proposals for CIL charging and spending in Camden, and has produced a draft charging schedule. Following public consultation and a public examination, it is expected that the CIL will apply across Camden from <u>Spring 2015</u> autumn 2014 . Currently the approach...”	Update
Additional Mi96	123		Add text to clarify that this section contains appendices as follows: “Appendices 1. Delivery plans – summary table 2. List of development sites 3. Objectives checklist 4. Glossary”	Update
Additional Mi97	125		Amend the text under ‘List of development sites and relevant EAP sections’ – ‘Regent’s Park Estate sites’ as follows: “Infill sites – identified through LB Camden Housing consultation A1 Robert Street car park A2 Rydal Water open space A3 Varndell Street A4 Newlands Open Space A5 Dick Collins TRA Hall A6 Albany Street Police Hall <u>A7 Staveley/ Newby overbuilds</u> <u>A8 Camden People’s Theatre</u> <u>A9 Troutbeck overbuilds/ Cape of Good Hope</u> <u>A10 Space next to St Bede’s Hall</u> <u>A11 The Victory Pub...</u> ”	Update
Additional Mi98	131		Delete reference to postal address on back cover: “Find out more about this document by visiting eustonareaplan.info or by calling the EAP team on 020 7974 6805. If you are hard of hearing please contact us on our Textlink service on 020 7974 6866. Euston Area Plan 6th floor, Town Hall Extension Argyle Street London WC1H 8EQ”	Not necessary to provide postal address here.

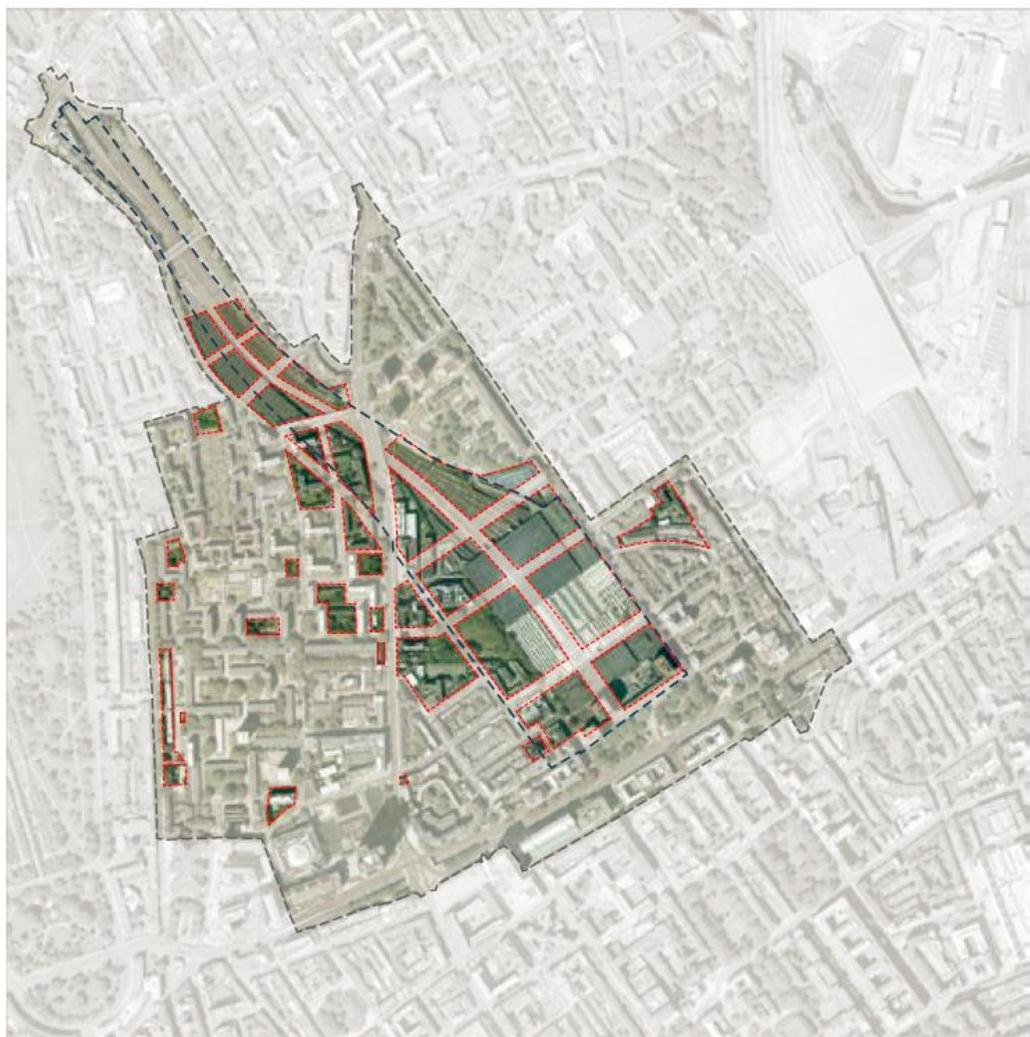
Modification ref.	Page	Policy/ Section	Modification	Reason for change

Annex 1: Map modifications

Main modification MM19

Add two introductory plans at the beginning of Section 4, one to show existing railway lines with proposed development across the area overlaid, the other to provide the boundaries for each sub area on a single area-wide plan.

(See next page)



- Euston Area Plan boundary
- High Speed 2 boundary
- Indicative block layout overlay

Figure 4.1 Aerial image of the Euston Area Plan area showing High Speed 2 boundary and indicative development blocks



Figure 4.2 Places

Main modification MM36

Amend figure 4.6 (renumbered to figure 4.8) and other relevant plans throughout which show potential development sites including Appendix 2 (list of development sites) to show additional LBC housing infill sites.

(See next page)



Figure 4.8 Regents Park Estate illustrative masterplan

Annex 2: Delivery Plans to be provided as Appendix 1 to the adopted Euston Area Plan

Appendix 1: Delivery Plans

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 2031. 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): 2014 –  2019
- Medium term (M): 2019 – 2024 
- Long term (L): 2024 onwards 

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
- Future Development Partner: NR/HS2/DfT future development partner to deliver over- site development (not confirmed at this stage)

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.

4.1 Delivery Plan: Euston Station and Tracks

Key references: Section 4.1, Development Principle EAP1, Figures 4.3 and 4.4

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Development sites				
Euston Station and Tracks Station redevelopment with decking to allow over- site mixed use residential and commercial development	HS2 Ltd, NR, DfT / future Development Partner	Station redevelopment:HS2/N R/DfT Decking to be funded by development above and/or additional public infrastructure funding	M – L	Overstation development to be integrated with station redevelopment and relies on provision of decking above the station to support it – HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd’s remit. Identified in Camden Site Allocations DPD: Site 9
Land uses (see also Section 3.2; Strategic Principle EAP1)				
Knowledge quarter – 30% of commercial floorspace as knowledge, science, medical and creative uses.	Future Development Partner, GLA, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, emerging Kings X Knowledge Quarter	On site provision.	L	See also Section 3.2/ SP EAP1 (Economy and employment) and -Section 5 of the EAP Economic Visioning Report December 2013 Opportunities for short term delivery as meanwhile uses
Employment support: Construction training, skills training, job brokerage	NR/DfT/HS2 Ltd/ future Development Partner, GLA, Camden, with UCL, Wellcome Trust, Camden Town Unlimited, emerging Kings X	S106/ CIL/ set up of a local BID Where related to HS2 construction: HS2 Parliamentary Bill	L	See also Section 3.2/ SP EAP1 (Economy and employment) and -Section 8 of the EAP Economic Visioning Report December 2013

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
	Knowledge Quarter	process		
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education: financial contribution to meet requirements generated by development	Future Development Partner	S106	L	To fund facilities on Camden Cutting / more widely as required
Other social infrastructure provision to meet needs generated by development (e.g. health)	Future Development Partner/ relevant providers	On site provision/ S106	L	On-site provision or financial 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	M - L	
Enhanced rail station facilities	HS2 Ltd/ NR	HS2 Ltd, NR, DfT	M - L	
Bicycle parking zones for the station	TfL/ HS2 Ltd	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Bicycle parking for new developments	Future Development Partner	Future Development Partner	M - L	Future Development Partner to install cycle parking in line with requirements of London Plan
New and enhanced public realm, walking and cycling links. To include Delivery of key routes, new/ improved crossings, wayfinding	HS2 Ltd/ NR/ future development partner	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 Bill)
Crossrail 2 (delivery and station integration)	TfL	Various, including DfT, TfL and CIL	L	
London Underground enhancements (ticket hall and	HS2 Ltd with TfL	HS2 Ltd	M - L	

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
platform access)				
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	See also Sections 4.2 and 4.6
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	NR, TfL, s106/ CIL	M - L	
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)				
Ultra Low Emissions Zone (ULEZ)	TfL	TfL	M - L	To be developed alongside wider ULEZ zone for Central London
Decentralised energy centre and network	Future Development Partner, LBC	Future Development Partner/LBC [assuming it extended beyond over site development area]	L	New energy centre to be provided at or in vicinity of Euston Station site to link in with wider decentralised energy network
Open spaces (maximum on-site provision; financial contributions towards provision elsewhere including on Camden Cutting)	Future Development Partner, LBC	Future Development Partner	L	
Urban greening (on streets as part of public realm works).	LBC/HS2/future Development Partner	HS2/ Future Development Partner	M - L	To be delivered as part of station/ over- station development (HS2 delivery/ funding would be provided insofar as necessarily related to works authorised by the HS2 Bill)

4.2 Delivery Plan: Euston Road

Key references: Section 4.2, Development Principle EAP2, Figure 4.5

Project	Delivery lead	Potential funding sources	Times cale	Notes
Development sites				
New or improved frontages	Various owners	Landowner funded	S - L	Shop fronts are in private hands, therefore mainly a facilitation role.
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)	TfL	HS2 Ltd/ NR, TfL, S106/ CIL	M - L	Timing to complement delivery of HS2. (HS2 funding insofar as necessarily related to works authorised by the HS2 Bill)
Bicycle parking	TfL	HS2 Ltd/ NR, TfL, CIL/ S106	M - L	
Gordon Street pedestrianisation	HS2 Ltd with LBC	HS2 Ltd/ NR, S106/ CIL	M - L	
New London Underground entrance	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/ TfL	Various, including S106/ CIL, LIP	S - L	Wider improvements being delivered include the West End Project
Enhanced bus facilities	HS2 Ltd with TfL	TfL, HS2/ NR	M	
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)				
Reinstatement and enhancements to Euston Square Gardens	HS2 Ltd with LBC	HS2 Ltd	L	To follow planned use of Gardens as HS2 construction site.
Greening Euston Road	TfL	S106, CIL, LIP	M	

4.3 Delivery Plan: Camden Cutting

Key references: Section 4.3, Development Principle EAP3, Figure 4.6

Project	Delivery lead	Potential funding sources	Time - scale	Notes
Development sites				
Camden Cutting Residential led development.	Future Development Partner	Future Development Partner	L	Linked to delivery of works to railway tracks associated with HS2/ station redevelopment – HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd’s remit. Granby Terrace Depot identified in the Camden Site Allocations DPD: Site 11
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
New 2 FE primary school to be provided as part of development	LBC/ Future Development Partner	S106	L	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/ Future Development Partner	S106/ CIL	L	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	S106/ CIL	L	To include financial contribution as appropriate to meet any remaining education capacity requirements
Transport and public realm				
New walking and cycling links	NR/ HS2 Ltd/Future Development Partner	HS2/NR/future Development partner/S106/CIL	M - L	To be provided as part of development HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Enhanced existing walking and cycling	LBC	S106/ CIL	M -	Likely to be implemented in conjunction

Project	Delivery lead	Potential funding sources	Time - scale	Notes
links			L	with Camden Cutting development
New public squares	Future Development Partner	S106	L	To be provided as part of development
New/ improved crossings of Hampstead Road	TfL	HS2 Ltd/ NR, TfL, CIL/ S106	L	
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)				
New school play space/ public open space	Future Development Partner/ NR/ HS2 Ltd	S106/CIL	L	To be implemented in conjunction with Camden Cutting development HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd's remit. HS2 delivery where relevant to the mitigation of the significant effects of HS2.
New (larger) public open space on deck above railway tracks	Future Development Partner/ HS2 Ltd/ LBC	NR/ HS2 Ltd, S106/ CIL, DfT/ other public funding	M – L	HS2 Ltd involvement is subject to Government confirming over site development is within the scope of HS2 Ltd's remit.
Decentralised energy centre and network	Future Development Partner/ LBC	S106/ CIL	L	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 4.7

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Development sites				
132-140 Hampstead Road Mixed use development (would form part of expanded Euston Station redevelopment should HS2 proceed).	HS2 Ltd or Derwent London - If no HS2	Future Development Partner or Landowner funded	L	Identified in the Camden Site Allocations DPD: Site 10 Within HS2 Euston Station footprint.
110-122 Hampstead Road (Former National Temperance Hospital) Residential-led mixed use development.	HS2 Ltd/Future Development Partner or LBC if no HS2	Future Development Partner or Landowner funded	L	Identified in the Camden Site Allocations DPD: Site 12 Within HS2 safeguarded area. Likely to be the site of HS2 station entrance/operational building.
New development block fronting St James's Gardens and open space	LBC	Landowner funded	L	To be facilitated as part of relocation of Maria Fidelis Lower School to Drummond Crescent.
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.
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New walking and cycling links	HS2 Ltd/ NR/ Future Development Partner	HS2 Ltd/ NR/Future Development Partner	M - L	Would be provided in association with expanded station footprint redevelopment options HS2 delivery/ funding to be provided insofar as necessarily related to works

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
				authorised by the HS2 Bill
Bicycle parking	TfL/ LBC	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Drummond Street/ Cobourg Street/ Euston Street area public realm enhancements, pedestrian priority	LBC with HS2 Ltd	HS2 Ltd/ LBC, S106/ CIL	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Hampstead Road public realm, to include pedestrian crossings and junction works	TfL/ LBC/ HS2	TfL/ LBC/ HS2 Ltd	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Hampstead Road: enhanced north-south cycle lanes/ tracks	TfL/ HS2 Ltd	TfL, HS2 Ltd, CIL/ S106	M - L	Also covers Camden Cutting and Amptill sub areas HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Taxi pick up/ drop off provision	HS2 Ltd with TfL	TfL/ HS2 Ltd/ NR	M - L	
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)				
Mitigation for the partial loss of St James Gardens due to HS2	HS2 Ltd	HS2 Ltd	L	Replacement open space to be agreed during the Parliamentary process for the HS2 Hybrid Bill
Decentralised energy centre and network	Future Development Partner/ Landowner	Landowner funded/ S106/ CIL	L	New energy centre to be provided at or in vicinity of Euston Station site.
Greening of Hampstead Road	TfL with HS2 Ltd	TfL, HS2 Ltd, CIL/ S106	L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
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	Mitigation measures and implementation approach to be identified and confirmed

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
				through the HS2 Hybrid Bill process.
Support for 'meanwhile uses'	LBC	Landowner/LBC	S - M	See also Section 3.2 ('Meanwhile uses')
Retention and relocation of remaining listed structures in St James's Gardens	HS2 Ltd/ LB Camden	HS2 Ltd	S - M	
Drummond Street shopfront/ historic building improvements	Various owners	Landowner funded and grants where available	M - L	Mainly in private hands, therefore mainly a facilitation role.

4.5 Delivery Plan: Regent’s Park Estate

Key references: Section 4.5, Development Principe EAP5, Figure 4.8

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Development sites				
Housing replacement - infill sites. <ul style="list-style-type: none"> • A1 Robert Street car park • A2 Rydal Water open space • A3 Varndell Street • A4 Newlands Open Space • A5 Dick Collins TRA Hall • A6 Albany Street Police Hall / Cape of Good Hope • A7 Staveley/ Newby overbuilds • A8 Camden People’s Theatre • A9 Troutbeck overbuilds • A10 Space next to St Bede’s Hall • A11 The Victory Pub Indicative capacity: 130 160 homes	LBC	HS2 Ltd	S	Shorter term infill development to provide replacement housing. Identified through LBC Housing consultation
Westminster Kingsway College, Longford Street ('B1') Retain in education use or housing development.	Westminster Kingsway College	Landowner funded	S	Identified in the Camden Site Allocations DPD: Site 14
Land at Goldsmith’s House ('B2') Mixed use development including housing.	Peabody Trust	Landowner funded	S	Identified in the Camden Site Allocations DPD: Site 15
Surma Centre ('B3') Residential led development.	LBC	LBC	S	
Housing redevelopment if required <ul style="list-style-type: none"> • C1 Langdale 	LBC	HS2 Ltd (if required for HS2)/ LBC	M - L	Housing impacts in this location to be considered and mitigation determined

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
<ul style="list-style-type: none"> C2 Coniston and Cartmel Housing-led development 				through Hybrid Bill process
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 (including sites A-C above). Facilitation role for remaining privately owned frontages.
Enhanced local centre/ shop fronts and introduction of more active uses: Robert Street	LBC	LBC through CIP or grant/lottery funding	S – M	Frontages within Camden ownership (but leased to private businesses).
Enhanced local centre: Park Village East/ North Euston Cutting – community facilities	LBC/ landowner	Landowner/ s106/ CIL	L	Introduction of community facilities could help meet needs generated by development.
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
New or expanded primary school space if required by wider development.	LBC	s106/CIL	M – L	Potential sources include expansion of existing primary school(s) or new school provision as part of housing redevelopment if required at Langdale, Coniston and Cartmel (C1/2)
Reprovision of Silverdale Tenants’ Hall	HS2 Ltd with LBC	HS2 Ltd	M – L	
Enhancements to existing community facilities	LBC	LBC/ S106/ CIL/ HS2 Ltd	M – L	
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 (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)				

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Open spaces: implementation of open space strategy	LBC	HS2 Ltd	S	Open space strategy to sit alongside and support proposals for new housing infill
Consider detailed feasibility of temporary energy centre prior to delivery of permanent energy centre associated with Euston Station	LBC	Camden CIP/ 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	Time-scale	Notes
Development sites				
Ampthill new residential opportunity areas Indicative capacity: 140 homes	Future development partner/ LBC	Landowner funded	L	Delivery timescales to be influenced by construction issues around HS2 – development only possible when HS2 finishes using construction compounds here
Eversholt Street retail frontage / shop front enhancements	Future development partner/ LBC/ Landowner	Future development partner/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	Future development partner/ LBC	S106/CIL	S - L	
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
New/ improved crossings at Hampstead Rd and Eversholt Street	Future development partner/ TfL/ LBC/	HS2 Ltd/ NR/ S106/ CIL	M - L	
Enhanced pedestrian links between Mornington Crescent and Euston Station	TfL/ LBC	HS2 Ltd/ NR/ S106/ CIL	M - L	
Other enhanced existing walking links	Future development partner/ LBC/ TfL	HS2 Ltd/ NR/ S106/ CIL	M - L	
Bus facilities option	HS2 Ltd with	HS2 Ltd/	M - L	

Project	Delivery lead	Potential funding sources	Time-scale	Notes
	TfL			
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)				
Harrington Square: enhancements to setting and accessibility	LBC/ TfL	S106 / CIL	L	
Greened roads	LBC/ TfL	CIL/ S106	M – L	

4.7 Delivery Plan: West Somers Town

Key references: Section 4.7, Development Principle EAP7, Figure 4.10

Project	Delivery lead	Potential funding sources	Time-scale	Notes
Development sites				
1-39 Drummond Crescent Mixed use development for education (relocated Maria Fidelis Lower School) and residential	HS2 Ltd/ LBC/ EFA	HS2 Ltd/ DfE (EFA)	S	Identified in the Camden Site Allocation DPD: Site 13
Investigation of Churchway renewal/ intensification	LBC	LBC	M	Camden Council to work with residents community to test potential
Eversholt Street active frontages (west side)	NR/HS2 Ltd/ Future Development Partner	NR/ HS2 Ltd/Future development partner	L	Would be provided as part of redevelopment of Euston station: see EAP Section 4.1/ Figure 4.1
Phoenix Road/ Eversholt Street Shop front improvements	Various landowners	HS2 Ltd/ Landowner/ LBC/ Lottery or other grant funding where available	M - L	Mitigation measures and implementation approach to be identified and confirmed through the HS2 Hybrid Bill process.
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 insofar as necessarily related to works authorised by the HS2 Bill
Eversholt Street highway and public realm enhancements	HS2 Ltd/ NR	HS2 Ltd/ NR, S106/ CIL	M - L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Eversholt Street: enhanced north-south cycle lanes/ tracks (also covers Amptill sub area)	LBC/ TfL	HS2 Ltd/ NR, CIL/ S106	M - L	
Minimising Crossrail 2 construction impacts	LBC, TfL, NR		M - L	
Chalton Street enhancements:	LBC	LBC/ S106	S - M	

Project	Delivery lead	Potential funding sources	Time-scale	Notes
Wayfinding, enhancements to market area				
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)				
Eversholt Street greening	HS2 Ltd / NR/ LBC	HS2 Ltd / NR, S106/ CIL	M – L	HS2 delivery/ funding to be provided insofar as necessarily related to works authorised by the HS2 Bill
Churchway playground reprovision	HS2 Ltd with LBC	HS2 Ltd	M – L	

Annex 3: Background Report & Historic Area Assessment: modifications

Modification reference	Page	Policy/ Section	Modifications	Reason for change
Additional Mi99		Background Report Appendix 3: Introduction	Amend the introduction to reflect English Heritage comments by adding additional text highlighting policy requirements. Additional text has also been proposed in the introduction to highlight the historic sensitivity of the Euston area in order to provide a balanced context, as requested in subsequent discussions with English Heritage. In subsequent discussions English Heritage also requested that the introduction defines what is considered to be a tall building for the purposes of the assessment. A definition has therefore been provided at the start of the introduction.	In response to representor 8 (English Heritage) comment 5
Additional Mi100		Background Report Appendix 3: figure 2	Text added underneath Figure 2 to clarify that building heights shown are measured from an average ground level using a general storey height of three metres.	Following subsequent discussions with English Heritage
Additional Mi101		Background Report Appendix 3: Methodology	Methodology amended to briefly explain why a height of up to 60 metres is considered for assessment.	In response to representor 8 (English Heritage) comment 6
Additional Mi102		Background Report Appendix 3 Part B (methodology)	Methodology amended at part B (local views) to highlight that the images and accompanying photographs provided are indicative only, and any planning applications proposing taller buildings would be required to provide Accurate Visual Representations (AVRs) to establish in detail the potential impacts.	Following subsequent discussions with English Heritage
Additional Mi103		Background Report Appendix 3 Part B (methodology)	New text inserted to state that while the assessment refers to the role of existing foliage in screening views of taller buildings from some viewpoints, consideration should be given to seasonal change as impacts could change during the winter months	In response to comments from the City of Westminster
Additional Mi104		Background Report Appendix 3: Introduction / Part B	Additional text added in the Introduction to Appendix 3, and the Methodology of part B highlighting that applicants would also be expected to undertake an assessment of the impact of tall buildings on the setting of affected heritage assets.	Following subsequent discussions with English Heritage

Modification reference	Page	Policy/ Section	Modifications	Reason for change
Additional Mi105		Background Report Appendix 3: Part A	<p>Text added at the beginning of Part A to briefly set out how the building heights in Figure 2 were established. A key will be added to better explain the viewing corridors shown in the extracted images from the LVMF.</p> <p>Changing the scale of the model to match photographic views is not considered appropriate as it becomes hard to view the impacts - therefore it is not proposed to do this. However where images are differing scales this will be clearly stated. Further text added to explain that more detailed testing of the impact of any proposals on the LVMF will be required as part of any planning applications proposing taller buildings in line with the LVMF methodology.</p>	In response to representor 8 (English Heritage) comment 7
Additional Mi106		Background Report Appendix 3: Part B (introductory paragraph)	<p>An additional sentence added at the end of the introductory paragraph to Part B highlighting that local views can have wider importance as a result of significant buildings within the view.*</p> <p>*and impacts on how a historic designed landscape is experienced.</p>	Following subsequent discussions with English Heritage
Additional Mi107		Background Report Appendix 3: Part B (methodology)	<p>Additional text added to the methodology section at the start of Part B to explain the rationale for the local views selected and also to highlight that these views do not represent a finite list of views which may need to be tested when considering any planning applications in the future. Listed buildings and conservation areas will be overlaid onto the plan for ease of reference as suggested.</p>	In response to representor 8 (English Heritage) comment 10
Additional Mi108		Background Report Appendix 3: Part B (Key findings)	<p>A number of amendments have been made to the 'Key findings' section of Part B to identify areas where there may be potential for harm from development and avoiding judgement regarding likely impacts in advance of a planning application.</p>	In response to representor 8 (English Heritage) comment 9 and subsequent discussions
Additional Mi109		Background Report Appendix 3 (local views analysis)	<p>Key heritage assets identified in views and their significance and setting issues summarised, along with the potential impacts of development on any views.</p> <p>Commentary provided as requested by English Heritage, along with photographs of the heritage assets identified as impacted on in the views. Alongside this, following a request from English Heritage during subsequent discussions, the local view images have been refreshed from the versions provided in the proposed submission version of the Background Report.</p>	In response to representor 8 (English Heritage) comment 10 and subsequent discussions

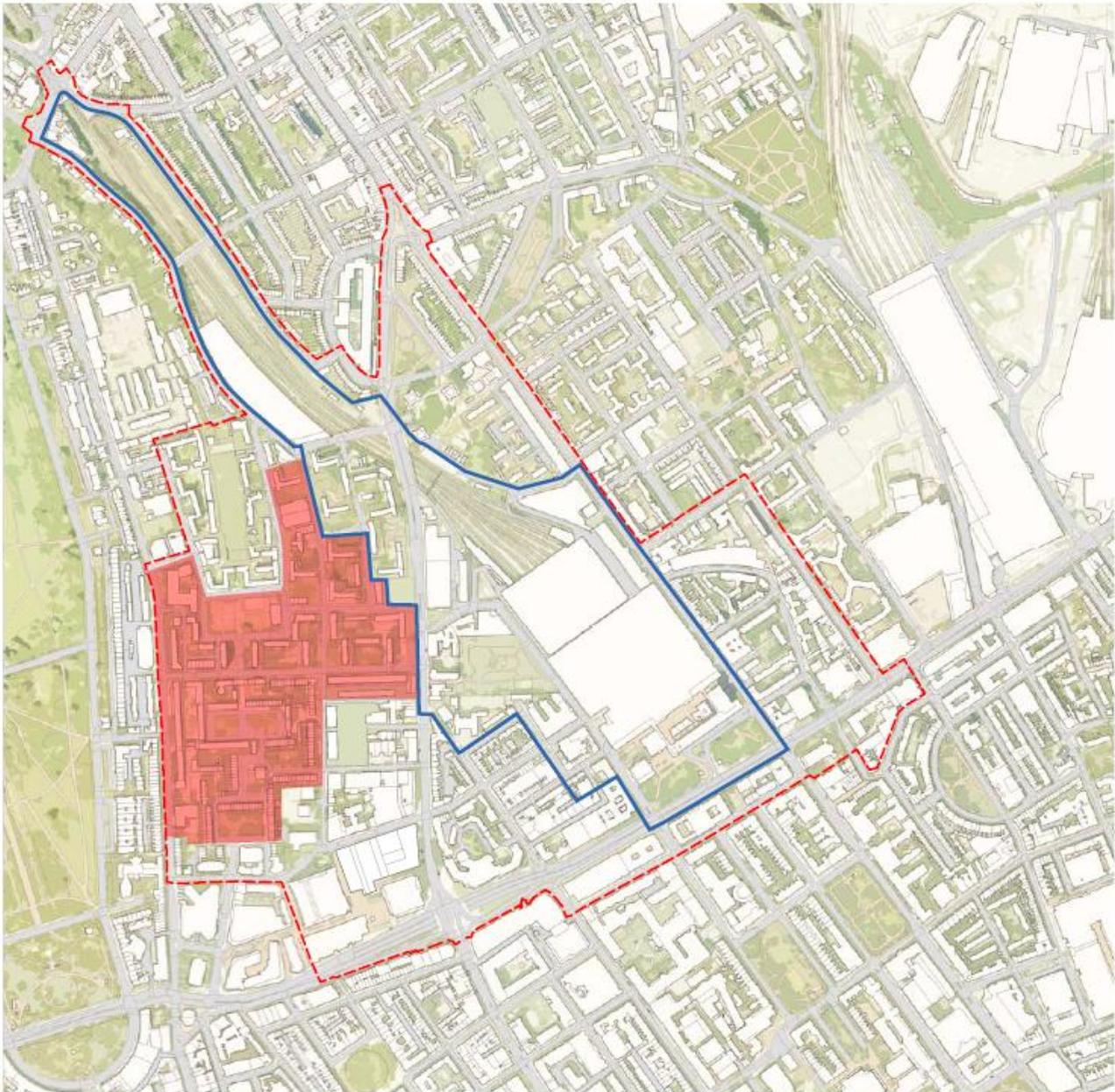
Modification reference	Page	Policy/ Section	Modifications	Reason for change
			Additional text provided to highlight that the views selected are not an exhaustive selection and that other views may need to be tested for impact depending on the type of development proposed. Applicants should discuss the extent of views testing and information required with Camden, GLA and English Heritage on a site by site basis and should follow guidance set out in the wider planning policy framework.	
Additional Mi110	page 155	Historic Area Assessment: Historic Sensitivity Plan	Amend plan to show Regent’s Park and Chester Terrace areas as areas of high historic sensitivity.	To ensure that although these areas are outside the plan boundary their historic sensitivity is recognised in the HAA

Annex 4. Proposals map changes

Map1 below sets out changes to update the Camden Local Development Framework proposals map 2014, to reflect the contents of the Euston Area Plan. The changes do not remove any of the designations or allocations set out in the existing proposals map, but propose the following additional designations to reflect the Euston Area Plan and its contents:

- The Euston Area Plan boundary;
- The Euston Station and Tracks Special Policy Area; and
- Regent's Park Estate housing renewal and infill area

Map 1: Proposed designations



-  Euston Area Plan boundary
-  Euston station and tracks special policy area
-  Regents Park Estate housing renewal and infill

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