



The Planning Inspectorate

Report to Council of the London Borough Camden

by **Derek Stebbing BA (Hons), Dip E.P., MRTPI**

an Inspector appointed by the Secretary of State for Communities and Local Government

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PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE EUSTON AREA PLAN

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Examination hearings held 1 and 2 July 2014

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Abbreviations Used in this Report

CDP	Camden Development Policies DPD
CS	Core Strategy
DtC	Duty to Co-operate
EAP	Euston Area Plan
GLA	Greater London Authority
HS2	High Speed Two Railway Proposal
LDS	Local Development Scheme
LP	London Plan
MM	Main Modification
NPPF	National Planning Policy Framework
SA	Sustainability Appraisal
SALP	Site Allocations Local Plan
SCI	Statement of Community Involvement
SCS	Sustainable Community Strategy
TfL	Transport for London

Non-Technical Summary

The report concludes that the Euston Area Plan (EAP) provides an appropriate basis for the planning of the Euston area during the period to 2031 providing a number of modifications are made to the EAP. The Council has specifically requested that I recommend any modifications necessary to enable them to adopt the EAP. All of the modifications to address this were proposed by the Council, following discussion at the Examination Hearings, and have been published for public consultation with an accompanying Sustainability Appraisal. I have recommended the inclusion of all the modifications, with certain amendments which do not relate to matters of soundness, after full consideration of the representations from other parties, and the recommended Main Modifications are contained at the Appendix (and accompanying Annex) to the report.

The Main Modifications can be summarised as follows:

- To provide an updated position with regard to the Government's proposed High Speed Two (HS2) line at Euston Station and adjoining railway lands and sites;
- To add a new Objective to the EAP to deliver a world class Euston Station and integrated development;
- To provide improved definition and clarity to the term "World Class Station Design" for the new Euston Station;
- To add text to refer to the Mayor of London's "Med City" vision;
- To strengthen the EAP's proposals for each of the seven character areas, by including a Delivery Plan which identifies the lead delivery body, potential funding sources and timescale for each project within the character areas;
- To provide further guidance for the future provision of bus facilities at Euston Station;
- To provide necessary guidance for the provision of improved walking routes across the EAP area;
- To re-title the "North Euston Cutting" character area as the "Camden Cutting" character area in order to reflect local understanding;
- To protect and enhance key heritage assets across the EAP area by including reference to additional significant buildings of architectural and heritage importance;
- To include specific reference to the proposed relocation of the Stephenson Statue at Euston Station to a position close to its original location;
- To include specific reference to the request by the Secretary of State for Transport on 17 March, 2014 that Network Rail and HS2 Ltd. consider proposals for a reinstated Euston Arch at Euston Station;
- To strengthen the guidance within the EAP's Design Strategy for the consideration of proposals for tall buildings in the context of the London View Management Framework.

Introduction

1. This report contains my assessment of the Euston Area Plan (EAP) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the Duty to Co-operate (DtC), in recognition that there is no scope to remedy any failure in this regard. It then considers whether the EAP is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (NPPF) at paragraph 182 makes clear that to be sound, a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the Examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my Examination is the Submitted Draft Plan (April 2014) which is the same as the document published for consultation in January 2014.
3. My report deals with the Main Modifications that are needed to make the Plan sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the EAP unsound/not legally compliant and thus incapable of being adopted. These Main Modifications are set out in the Appendix to this report.
4. The Main Modifications that are necessary for soundness all relate to matters that were discussed at the Examination hearings. Following these discussions, the Council prepared a schedule of proposed Main Modifications and carried out sustainability appraisal, and this schedule has been subject to public consultation for six weeks. I have taken account of the consultation responses in coming to my conclusions in this report, and in this light I have made some amendments to the wording of the Main Modifications where these are necessary for consistency or clarity. None of these amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken.

Assessment of Duty to Co-operate

5. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the Plan's preparation.
6. To an extent, in London, the DtC is achieved through the workings of the Mayor's London Plan. The GLA has been part of the team responsible for the preparation of the EAP, and the Mayor has confirmed that the EAP complies with the London Plan (LP).
7. Although no part of the EAP boundary is contiguous with any planning authority other than Camden, all adjoining boroughs were consulted at each stage of the EAP's preparation. There is clear evidence that the Council has undertaken effective and positive engagement during the preparation of the EAP. In particular, Transport for London (TfL) and the Greater London Authority (GLA) have both been part of the team responsible for the

preparation of the EAP, and therefore the level of co-operation that has taken place on transportation matters has been substantial and wide-ranging. The EAP also takes full account of the strategic policies and proposals contained in the LP which affect the Euston area.

8. Consequently, I conclude that the statutory Duty to Co-operate has been fulfilled.

Assessment of Soundness

Preamble

9. The EAP is prepared in the context of the LP, which identifies Euston as an Opportunity Area, an adopted Core Strategy (CS), Camden's Development Policies DPD (CDP) and the Site Allocations Local Plan (SALP). The GLA has published Further Alterations to the London Plan (FALP) since the submission of the EAP, but they have not yet been adopted and the EAP is in conformity with the adopted LP (2011). The EAP is also prepared in the context of the Government's proposals for the High Speed Two (HS2) rail link between London and Birmingham (Phase 1) and eventually to Manchester, Leeds and Scotland (Phase 2). The HS2 proposals are contained within a Hybrid Bill which is subject to Parliamentary approval. The London terminus of HS2 will be at Euston Station, and therefore the EAP must take due account of the HS2 proposals for the Euston area, whilst the HS2 proposals must of course also be prepared and implemented in the context of the statutory development plan framework for the area, which will include the EAP. This is the key issue regarding the EAP, and many of its proposals for the future planning of the area, but is also an issue that goes to the heart of the existing Euston community. I consider this issue in greater detail at paragraph 19 below.
10. The submission of the EAP follows the adoption of the CS, the CDP and the SALP. The Euston Growth Area is identified in the CS as one of a number of growth areas within Camden which are suitable for higher density development. The EAP is intended to establish a long term planning framework up to 2031 to guide transformational change in the area, focused around redevelopment of Euston Station.
11. The EAP area is divided into seven character areas, with specific policies and proposals for each area which address the plan's objectives. The objectives are informed by an analysis of the key issues for the EAP area, which can be summarised as urban design, heritage, housing, economy, retailing, social and community infrastructure, transport and public realm and environment and open space.

Main Issues

12. Taking account of all the representations, written evidence and the discussions that took place at the Examination hearings I have identified three main issues upon which the soundness of the EAP depends.

Issue 1 – Has the Plan been 'positively prepared'?

13. Paragraph 182 of the NPPF requires plans to be positively prepared, i.e. 'based

on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so'. The Council's DtC statement clearly sets out the ways in which it has engaged positively, (a) with neighbouring authorities both individually and as part of various local and London-wide groupings, (b) with relevant Government agencies, such as English Heritage, and (c) with the communities and community groups in both the immediate Euston area and in the wider Camden Borough area. The evidence base documents for the EAP demonstrate that needs and infrastructure requirements have been adequately objectively assessed, often by independent consultants.

14. It is evident that the Council has sought to respond positively both to the comments received from the public and stakeholders during the earlier stages of the preparation of the EAP and to the representations received to the Submission EAP. This process has continued throughout the Examination, culminating in the schedule of Main Modifications, such that a good number of representations have been addressed. Such a process of constructive engagement is central to the success of the development plan system, and the collaborative work of the Council and its partners in this regard is to be commended.
15. The EAP has been prepared within the context of the Government's proposals for HS2, which will have major impacts upon the Euston area. If approved by Parliament, the Hybrid Bill for HS2 will give HS2 Ltd. (the Government's agency for taking forward the HS2 project) substantial enabling powers to implement the project, within a defined area that encompasses all of the railway lands, together with some adjoining land, that extends through the central part of the EAP area between Euston Station and the northern boundary of the EAP area. HS2 is a project of national significance, and has the potential to transform rail travel between London and the Midlands (Phase 1) and then onto the North of England and Scotland (Phase 2). Annual footfall at Euston Station will increase substantially from the current level of over 70 million to a level greater than Heathrow Airport.
16. The key challenge facing the EAP is how to address this scale of transformational change, in a way which is compatible with the national interest but also with the diverse local interests. In other words, the EAP must set a planning framework for the Euston area that provides certainty for all parties involved in the future planning of the area such that the transformational impacts of HS2 become benefits to the area, and to London as a whole, rather than insuperable constraints. It is in this context that I have examined the EAP, and I have been conscious that the EAP will become the key statutory development plan against which the planning, design and construction of HS2 in the Euston area will need to be measured.
17. The vision of the EAP is to rejuvenate the Euston area as both a local hub of activity and a gateway to London through high quality comprehensive and transformational development above and around a world class transport interchange. The EAP envisages new homes, businesses, shops, community facilities, schools, new and improved public realm and open space across the EAP area, with improved connectivity between Euston Station and the communities that surround it. The EAP also seeks to achieve the Council's

Knowledge Quarter aspiration for the area which could include medical uses as promoted in the Mayor of London's "Med City" vision for the Euston Road corridor.

18. The EAP is therefore addressing very significant potential change up to 2031 within a relatively small geographical area. It is critical, in my assessment, that the EAP establishes a clear and deliverable planning framework that provides sufficient guidance to all parties, including residents, businesses, property and land owners, HS2 Ltd. and the bodies responsible for implementing the EAP (Camden Council, TfL and GLA).
19. I recognise that the EAP has been prepared alongside the development of the Government's HS2 proposals. This has added a new dimension to the EAP's proposals, in that the planning authority for HS2 is Parliament and that matters of principle relating to the railway and the mitigation of effects of construction and operation of the railway will be determined by Parliament. However, the HS2 Bill will establish a special 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 and for any over-site development above and around the station and tracks. The EAP therefore has an important role in providing part of the statutory development plan framework for those approvals. The passage of the HS2 Bill through the Parliamentary process is not yet complete, and there may be further significant changes to the HS2 proposals which are not yet known. Even since the EAP was submitted for Examination, the Government has asked HS2 Ltd and Network Rail to consider more comprehensive proposals for Euston Station, and they have not yet been published. I consider that the EAP needs to address that position by two recommended Main Modifications that would clearly articulate the Plan's relationship to the HS2 process (**MM1 and MM6**).
20. The EAP's ten Objectives fail to contain a specific Objective for the future redevelopment of Euston Station, which is stated elsewhere in the Plan as being "central to the vision and objectives of this plan". Therefore, I consider that a further Objective should be added to Section 1 dealing specifically with Euston Station and its future redevelopment, thereby adding greater definition to the future role and importance of Euston Station to the local area, the wider London area and indeed the national economy. I recommend Main Modification **MM5** for that reason. Similarly, I consider that the EAP fails to contain sufficiently explicit references to the Mayor of London's "Med City" vision for the Euston Road Corridor, which in my assessment integrates well with Camden Council's aspiration for a Knowledge Quarter for that area. I therefore recommend Main Modifications **MM2, MM4, MM8** and **MM9** in order to address this point by the addition of further references to the "Med City" vision.
21. Subject to the modifications described above, I conclude on this issue that the EAP has been positively prepared and that it meets the tests of soundness in that regard.

Issue 2 – Deliverability of the Plan's proposals

22. The EAP notes that the Euston area is diverse in character, and it sets out specific policies and proposals for seven character areas, which address the

EAP's objectives. These policies and proposals are informed by the key issues covering the whole area, and are guided by the development strategy contained in Chapter 3 of the EAP.

23. Through necessity, not least because of the continuing passage of the Hybrid Bill for the HS2 proposals through the Parliamentary process, the development strategy has to contain sufficient flexibility to be able to adapt to potentially changing circumstances. This is perhaps most evident with the continuing development of the proposals for the redevelopment of Euston Station and its immediate surroundings.
24. In my assessment it is the balance between the need for sufficient flexibility within the EAP's development strategy and the capability to deliver the EAP's proposals that is the ultimate determinant of whether the EAP will be successful in meeting the objectives and aspirations that the Council, its partners and communities in the Euston area all share for their area. The NPPF (at paragraph 154) states that Local Plans should be aspirational but realistic, and that they should set out the opportunities for development and contain clear policies on what will or will not be permitted and where. My Examination of the EAP has focused on this issue, and I reached the broad conclusion from my assessment of the EAP itself, the accompanying evidence base documents and the representations that were made to the EAP, that the balance described above has been weighted too heavily in favour of the Plan's flexibility. This was leading to continuing and justified uncertainty within the Euston communities, both business and residential, as to the intended outcomes from the EAP's development strategy. Additionally, the separate legal processes through which the Government's proposals for HS2 are proceeding were, and still are, adding a further layer of uncertainty across the area.
25. I have therefore addressed all of the EAP's proposals and assessed whether the desire for flexibility in dealing with potentially changing circumstances, such as further design options for the redevelopment of Euston Station or the emerging TfL proposals for Crossrail 2, can be supported by further clarity and certainty within the EAP regarding the key development parameters that should apply in any circumstance. I believe that this is necessary to give confidence that the EAP's proposals can and will be delivered. The majority of the recommended Main Modifications are to provide clarity and certainty to the EAP's proposals.
26. Firstly, I consider that the EAP requires a Delivery Plan framework that brings together the key delivery information (project details, delivery lead, potential funding sources and timescale) for the major development, infrastructure, environmental, transport and public realm projects that are identified within the EAP. I am therefore recommending (**MM47**) that the EAP includes a new Appendix 1 containing this information.
27. The EAP will be the principal statutory development plan document which will serve to guide those involved in the planning, design and implementation of the HS2 scheme, and crucially those parts of the scheme involving Euston Station and adjacent railway lands, and will be considered alongside the parallel legal processes for the passage of the Hybrid Bill for HS2 through Parliament. Furthermore, I consider that two Main Modifications (**MM3 and**

MM7) are necessary to provide sufficient clarity, certainty and confidence to all parties that the EAP's objectives for the new Euston Station will be effective and delivered as intended. I also consider that parts of the EAP's land use strategy (at section 3.2 of the EAP) require amendment to provide clearer guidance on how the EAP seeks to address the potential impacts of HS2 across the EAP area, notably upon housing and social infrastructure, and I recommend Main Modification **MM10** for that reason.

28. With regard to Euston Station, the EAP fails to contain sufficient clarity and definition to the term "World class station design", such that it will be a "21st century station of the highest architectural and material quality" and become "a substantial new piece of city in central London". I therefore recommend Main Modification **MM21** in order to address that matter.
29. Other Main Modifications are recommended in the interests of effectiveness to provide strengthened guidance for the development of new bus facilities at Euston (**MM13 and MM25**), the future requirement for zero emission taxis (**MM14**) and the proposed "Euston Station Ultra Low Emissions Zone" (**MM16 and MM18**).
30. The EAP contains many initiatives and schemes aimed at promoting walking and cycling. However, within the EAP's transport strategy (at section 3.4), I consider that the general guidance on this matter needs to be much more specific in order to provide a clearer context for the delivery of future schemes by the agencies involved, principally Camden Council and TfL. I recommend the amendments contained in Main Modification **MM12** in order to address this point.
31. With regard to the EAP's strategy for environment and open space (at section 3.5 of the EAP), I consider that there should be a stronger emphasis on the retention of existing trees within the area, as part of the EAP's green infrastructure proposals (**MM15 and MM17**). Finally, I have also given careful consideration to the policies and proposals contained in the EAP for each of the seven character areas that have been identified across the EAP area, and crucially to the deliverability of these elements of the EAP. I consider each of the character areas below.

Euston Station and tracks

32. This character area is dominated by Euston Station, and I have specifically addressed the station itself in paragraphs 27-29 above. However, it also includes buildings, spaces and streets immediately beyond the Station building, concourse and railway tracks. Many of these buildings and spaces are of significant historic importance, and I specifically address heritage matters as the third main issue in this section of my report at paragraphs 52-56 below.
33. Within this character area, the principal development to take place during the Plan period will be the redevelopment of Euston Station, and its extension westwards to accommodate HS2. This will affect, in particular, Cardington Street and St. James's Gardens, but will have other impacts that extend into the character areas beyond, notably Drummond Street and Hampstead Road. Residents and businesses in the area around Euston Station are affected by

the operation of the station in many ways. It brings visitors to the area, together with buses and taxis arriving at the station. However, the station and railway tracks are also a significant barrier to east-west movement, particularly for pedestrians and cyclists. The EAP recognises this, and seeks to implement a number of key routes which are important elements of the overall urban design and transport strategies for the area. Combined with some significant public realm improvements, crucially to the piazza and spaces at the front of Euston Station, the EAP's proposals will, in my assessment, lead to beneficial enhancements across this character area.

34. However, I consider that the EAP does need to provide greater clarity regarding the deliverability of those proposals, in order that the strategy for this character area will be effective. For that reason, I recommend a series of Main Modifications as set out below. Main Modification **MM19** is intended to provide improved introductory text to Chapter 4 of the Plan, which deals with the seven character areas, in order to provide a necessary context for the Delivery Plan framework that is the subject of Main Modification **MM47**. Main Modification **MM20** is required to strengthen Development Principle EAP1, whilst Main Modification **MM22** reflects the Secretary of State for Transport's request to Network Rail and HS2 Ltd to consider proposals for reinstating the Euston Arch. Main Modification **MM23** is intended to strengthen the references to heritage assets in this character area. Main Modifications **MM24 and MM26** are necessary to provide clarity that the redevelopment of Euston Station will play a key role in the delivery of transport measures in the area, whilst Main Modification **MM27** provides phasing information for over-site development at Euston Station.

Euston Road

35. Euston Road is a strategic east-west traffic route within London, and is also a key route for pedestrians, cyclists and buses, particularly to/from Euston Station and St. Pancras and King's Cross Stations to the east. There are also many important academic and institutional buildings along Euston Road. Euston Square Gardens is a historic protected London Square which provides the setting for Euston Station. The EAP's proposals for this character area focus on restoring elements of the historic design of Euston Square Gardens and its heritage assets, together with providing improved pedestrian and cycling links across Euston Road.
36. As with other character areas, the impacts of the operation of Euston Station are particularly evident within this character area, in this case by pedestrian movements and traffic to/from the station. The opportunity exists, however, to provide a much enhanced setting for the redeveloped station and to provide a high quality pedestrian access route to a new public entrance and forecourt at the station. Combined with the proposed reinstatement of the Euston Arch, and the enhancement of other heritage assets, proposals in this character area can assist in defining the new Euston Station as a major new city place. Development Principle EAP2 is therefore sound in this respect although I recommend two Main Modifications (**MM28 and MM29**) as being necessary in order to provide greater recognition of the heritage assets in this character area, and their local importance.

North Euston Cutting

37. The North Euston Cutting lies to the north of Euston Station, and forms a significant feature within the EAP area containing the railway tracks leading into Euston Station. It is bounded by the Camden Town and Regent's Park Conservation Areas, and there are many historic buildings and structures within the immediate area.
38. Although the EAP has used the title "North Euston Cutting" to define this character area, I am clear from the representations that I have read, and the discussions at the Examination hearings, that it is better known locally as "Camden Cutting", and I recommend a Main Modification (**MM30**) to reflect this identity.
39. The central issue affecting the Camden Cutting arising from HS2 will be the construction of a deck above the railway tracks, over a large part of the cutting, which will provide the opportunity to develop at least 1,400 new homes, open spaces, school and community facilities and important new east-west pedestrian and cycling links across the central part of the EAP area. There are challenging engineering, structural and viability issues arising from the proposed decking, but the supporting evidence to the Plan indicates that these can be addressed successfully. Phasing of the development in this character area will be necessarily linked to the HS2 construction programme, but will be towards the end of the Plan period.
40. In my assessment, the most important factor in addressing the impacts of proposed new development will be to ensure that the scale of that development is appropriate within the cutting's historic setting. However, the EAP is insufficiently precise on this matter. Accordingly, Main Modification **MM31** provides clearer and necessary guidance on the potential height of new buildings constructed on any new deck above the cutting, when scaled against existing streets and buildings in the vicinity of the cutting.

Drummond Street and Hampstead Road

41. Drummond Street and Hampstead Road comprise a vibrant character area immediately west of Euston Station. Drummond Street has wider recognition for its specialist shops and restaurants, and attracts many visitors. The EAP seeks to protect and enhance the character of the area and its various heritage assets. A number of buildings and sites within the area will be directly affected by the current HS2 proposals. The EAP recognises correctly that supporting the vibrancy and specialist role of the Drummond Street neighbourhood centre during and after the construction of HS2 will be critical to the long-term future of this area.
42. The EAP contains proposals for public realm improvements, transport measures and other environmental enhancements thereby maintaining its vibrancy and effectiveness. However, to be effective, further explanation about what will be expected to achieve these objectives is required in my assessment, and I recommend two Main Modifications (**MM33 and MM34**) to address that issue. This will also give future decision makers greater certainty about what will and will not be permitted in the context of the emerging HS2 proposals.

Regent's Park Estate

43. The Regent's Park Estate is a post-war local authority estate which lies to the west of Hampstead Road, with a Peabody estate to the north which is within the Regent's Park Conservation Area. In many respects the area is a discrete, largely residential area, which is less directly affected by the operations of Euston Station than some other character areas. However, the HS2 proposals will have a significant impact upon the area with the potential loss of 191 homes, and a further 153 homes being close to the construction zone. There will be other facilities lost, including open space, children's play facilities and community assets such as the Silverdale Tenants Hall.
44. The EAP recognises these potential impacts and the strategy for this character area is to mitigate the impacts of HS2 by identifying opportunities for new and replacement housing within the area, new open spaces and a comprehensive transport and public realm strategy. This will support various site allocations contained in the SALP.
45. The principal impacts of HS2 within this area will be during the construction phase, which leads to short-term needs to develop replacement housing that will extend into the medium-term (2019-2024). I consider that the EAP, alongside the SALP, sets the correct planning framework for this character area, and that there are realistic opportunities to provide a good level of replacement homes within the area, with Camden Council being the lead delivery agent. I recommend two Main Modifications (**MM35 and MM36**) to update the EAP, and to reflect additional potential housing infill sites.

Amphill and Mornington Crescent Station

46. The Amphill Square Estate is a local authority estate, built in the 1960's in an open plan layout, with Harrington Square to the north. The three tower blocks in the estate provide a focus to the area, and also in the wider surroundings. Harrington Square and a green space in the centre of the Amphill estate are protected spaces under the London Squares Act, and the area is partly within the Camden Town Conservation Area. The Camden Cutting and railway tracks are immediately west of this character area. The area is potentially less affected by the construction of HS2 than certain other parts of the central EAP area, and this provides a basis to maintain and enhance the distinct character of this area. I was impressed by the strong community cohesion that exists within this part of the EAP area, and which has been evident in representations made to the EAP and the Examination.
47. The EAP's strategy for this character area is to enhance the public realm, and seek opportunities to provide new homes in the area. To that end, the EAP identifies sites with a potential capacity of 140 new homes at the southern end of the area at Barnby Street. However, those sites will only be released following their use as HS2 construction compounds, and this will be towards the end of the Plan period. In my assessment, the primary consideration in this area is to put in place a strategy which delivers long-term environmental improvements and enhancements, including new and improved pedestrian and cycle links, following the cessation of HS2 construction works. The EAP contains a delivery strategy for the various projects in this area, but in my assessment this fails to provide sufficient clarity for certain elements. Accordingly, I recommend a series of Main Modifications (**MM37-MM42**

inclusive) in order to more fully explain the Plan's strategy for the area, and give clarity to its planned delivery.

West Somers Town

48. West Somers Town is a relatively self-contained character area east of Euston Station, between Eversholt Street and Chalton Street. The previous redevelopment of Euston Station during the 1960's has resulted in the station becoming a significant visual and physical barrier on the west side of Eversholt Street, with poor east-west links across the EAP area, such that West Somers Town has become disconnected from areas to the west of the station. Nevertheless it is a vibrant area, the focus of which is the local shopping centre and market at Chalton Street.
49. The EAP recognises the need to improve connectivity between West Somers Town and surrounding areas, both westwards across the Euston Station site, and eastwards towards St. Pancras and King's Cross. In particular, it also recognises that any redevelopment of Euston Station should provide active frontages along the eastern flank of the station, which, together with public realm improvements and a green road strategy for Eversholt Street, will seek to achieve an enhancement to the environmental quality of that street. A further key development affecting the area will be the consolidation of the Maria Fidelis School onto a single site at Drummond Crescent. In the longer-term, the construction of Crossrail 2 between St. Pancras and Euston is likely to have impacts within the area, and the EAP also recognises the need to minimise them.
50. I consider that the EAP's overall strategy for West Somers Town is sound, and should ensure that the area's distinctive character is maintained. However, details of the delivery of key environmental projects are not sufficiently clear. For that reason, I recommend a series of Main Modifications (**MM43-MM46 inclusive**) in order to provide greater clarity to the EAP's proposals for the area, particularly in respect of the phasing programme.

Conclusion

51. I conclude on this issue that, with the Main Modifications that are recommended in this report, the deliverability of the proposals across the EAP area meet the criteria for soundness, and that the EAP would provide an appropriate planning framework for the area as a whole, and for each of the seven character areas identified in the EAP.

Issue 3 – Heritage and Impacts upon the Historic Environment

52. The third main issue relates to the impact of the EAP's proposals upon the historic environment, not just within the EAP area but, perhaps more importantly, upon areas beyond the Plan's boundaries. It is clear from my examination of the EAP and the representations made, together with site visits across the area, that there is a rich variety of heritage assets within the Euston area. This comprises a large number of listed buildings, public squares of London-wide importance and remaining structures of important railway historical and architectural interest. To the west of the EAP area is Regent's Park with nationally important heritage assets.

53. The redevelopment of Euston Station during the 1960's failed to provide the necessary level of protection to many important heritage assets, some of which were lost completely. This includes the Euston Arch, the loss of which continues to be lamented locally and, indeed, nationally. Representations and discussion at the hearings, confirmed that there is a genuine concern that some of the EAP's proposals could lead to further erosion of the historic environment within the Euston area, but also beyond the EAP area. Furthermore, the impact of the HS2 proposals at Euston Station cannot yet be fully tested, and there are justifiable concerns that there will be further irretrievable negative impacts upon heritage assets arising from those proposals.
54. Accordingly, I have focused particular attention upon the strategy of the EAP and its proposals for the protection and enhancement of the historic environment and the heritage assets across the EAP area. In my assessment, the EAP fails in this regard, in that it does not contain sufficiently robust guidance to provide adequate protection to strategic views in the context of potential new developments within the EAP area, notably at Euston Station. Additionally, I consider that the EAP does not contain sufficient references to the most important heritage assets in the area, and I address these points in paragraphs 55 and 56 below.
55. Firstly, I have carefully considered the representations raised by English Heritage, who raised significant concerns regarding the design strategy of the EAP. It particularly highlighted its content on building heights, massing and scale as it relates to the London View Management Framework and the protection of strategic views of buildings such as St. Paul's Cathedral and the Palace of Westminster and local views, such as those from Regent's Park. I concur with English Heritage's concerns, and consider that the EAP needs to set out clearer guidance on this matter. This is contained in recommended Main Modification **MM11**, which I consider to be necessary to reinforce the EAP's guidance on tall buildings particularly at Euston Station.
56. Secondly, I have considered whether the EAP adequately refers to the most important listed buildings and historical assets that exist across the EAP area and within each of the seven character areas. The Background Report to the EAP (document reference EAP 7) and the Historic Area Assessment forming part of the evidence base (document reference EED 4) do both contain extensive information on the heritage assets in the EAP area. However, I consider that the EAP itself does need to provide more comprehensive references to the most important assets in the area, and I therefore recommend Main Modifications **MM28 and MM32** for that reason.

Camden Local Development Framework (LDF) Proposals Map

57. The EAP will necessitate some amendments to the Camden LDF Proposals Map, in accordance with Regulation 22 of the Town and Country Planning Regulations (Local Planning) (England) 2012. These amendments comprise the addition of designations to show the Plan area boundary, the Euston Station and Tracks Special Policy Area and the Regent's Park Estate housing

renewal and infill area. The proposed designations are shown on Map 1 submitted alongside the EAP.

Assessment of Legal Compliance

58. My Examination of the compliance of the EAP with the legal requirements is summarised in the table below. I conclude that the EAP meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The EAP is identified within the approved Camden Revised LDS (October 2013), and the Plan has been prepared in accordance with the listing and description in the LDS.
Statement of Community Involvement (SCI) and relevant regulations	The Camden Revised SCI was adopted in July 2011 and consultation has been compliant with the requirements therein, including the consultation on the proposed 'Main Modification' changes (MM).
Sustainability Appraisal (SA)	SA has been carried out appropriately and is adequate.
Appropriate Assessment (AA)	The Habitats Regulations AA Screening Assessment (December 2013) (contained at Appendix E of the Submission SA) sets out why AA is not necessary.
National Policy	The EAP complies with national policy except where indicated and modifications are recommended.
Sustainable Community Strategy (SCS)	Satisfactory regard has been paid to the SCS (i.e. The Camden Plan 2012-2017).
Public Sector Equality Duty (PSED)	An Equalities Impact Assessment has been prepared, and the EAP complies with the Duty.
2004 Act (as amended) and 2012 Regulations.	The EAP complies with the Act and the Regulations.

Overall Conclusion and Recommendation

59. **The Euston Area Plan has a number of deficiencies in relation to soundness and/or legal compliance for the reasons set out above which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the Act. These deficiencies have been explored in the main issues set out above.**
60. **The Council has requested that I recommend Main Modifications to make the Euston Area Plan sound and/or legally compliant and capable of adoption. I conclude that with the recommended Main Modifications set out in the Appendix the Euston Area Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.**

Derek Stebbing

Inspector

This report is accompanied by the Appendix (with Annex) containing the Main Modifications

Appendix – Main Modifications

The Main Modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the Submission Plan plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
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 enable a 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. 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 in late 2014/early 2015 which would better meet the EAP objectives..."</i></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, helping to achieve Camden Council’s <u>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></p>
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>

Ref	Page	Policy/ Paragraph	Main Modification
			<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><i><u>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.</u></i></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</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>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 comprehensive redevelopment of the 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></p>
MM4	3	Vision	<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, helping to achieve Camden Council’s <u>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></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>
MM6	6	1.4	<p>Replace paragraph second sentence in paragraph 2 as follows:</p> <p><i>“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”</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<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 grounds specified in the HS2 Bill for the consideration of that matter.</u></p> <p><u>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.</u></p> <p><u>Any non-operational development over, under or adjoining the HS2 works will be approved under the normal planning process."</u></p>
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</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>expanses of blank walls around the edge of the station create a poor local street environment.</i></p> <p><i><u>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.</u> 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. <u>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).</u> 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 <u>original November 2013 HS2 Environmental Statement for the HS2 Hybrid Bill.</u> The ability to achieve key objectives of the EAP is</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>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 <u>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.</u> 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. <u>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.</u>"</i></p>
MM8	34	Section 3.2	<p>Amend Strategic Principle EAP1 (section A) as follows:</p> <p>"A: Overall Mix</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<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>
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 <u>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.</u></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</i>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>objectives and policies.</i></p> <ul style="list-style-type: none"> • <i>A cluster of knowledge based, research and creative uses, will be encouraged, <u>particularly uses which will help to realise Camden Council’s Knowledge Quarter aspirations which could include medical uses to complement the Mayor’s emerging “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></i> • <i>A mix of employment generating and economic uses should be accommodated in the EAP area, focused around the Euston Station site, including:</i> <ul style="list-style-type: none"> ○ <i>Mainstream office uses - (B1a use class) to provide a mix for institutions, corporate occupiers and small businesses</i> ○ <i>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”</i>
MM10	36- 4 5	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</u></i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>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></p> <p>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. 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>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>"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 seek 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."</i></p> <p>(iii) Amend second paragraph on p41 under '2. Local businesses and employment opportunities' as follows:</p> <p><i>"... On the Euston Station site, long lead in times for development provide a particularly strong opportunity to pursue this aim. <u>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,</u></i> d<i>Development proposals for above and around Euston Station and its environs should therefore include measures to enable local people to access 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:</p> <p><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,

Ref	Page	Policy/ Paragraph	Main Modification
			<p>and HS2 Ltd are assisting with the relocation of this part of the school to join the existing Phoenix Road school.</p> <ul style="list-style-type: none"> • The re-provision of Silverdale tenants' hall that is currently proposed for demolition is required and should be funded through HS2. <u>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.</u> • 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. • <u>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.</u> <p>(v) amend first paragraph under 'Meanwhile uses' on p45 as follows:</p> <p>"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. <u>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</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i><u>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.</u></i></p>
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), however, <u>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) background assessment area 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 and local views would need to accompany</u></i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>proposals for tall buildings in these locations.</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 <u>Wider Setting Consultation Areas (background) background assessment areas any building proposed</u>als taller than <u>30 metres above ground level (up to between 53 metres AOD and 54.2 metres AOD) the general heights indicated in figure 3.4.</u> should be thoroughly tested against the LVMF. An <u>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 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.</u></u></i></p> <p><i>Where buildings currently detract...”</i></p>
MM12	54/5 5	Section 3.4	<p>Amend and add to the text on pages 54 and 55 as follows:</p> <p>"Connected and understandable walking routes</p> <p><i>Existing key walking routes should be enhanced through:</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<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><u><i>Opportunities to improve walking routes are indicated in Figure 3.5 and include:</i></u></p> <ul style="list-style-type: none"> • <u><i>New links across the Euston Station site connecting Drummond Street and Doric Way, Robert Street and Phoenix Phoenix Road, Varndell Street and Polygon Road, and Euston Street to Lancing Street;</i></u> • <u><i>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;</i></u> • <u><i>Through traffic restriction on Gordon Street, and a new entrance to Euston Station south of Euston Road and a significantly enhanced surface crossing point north from Gordon Street across Euston Road;</i></u> • <u><i>A new underground link between Euston Station and Euston Square London Underground stations;</i></u> • <u><i>Enhanced north-south and east-west pedestrian connections in the Camden Cutting area; and</i></u> • <u><i>Enhanced east-west connectivity across the wider area, including between Euston and St Pancras International stations.</i></u> <p><u><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></u></p> <p><u><i>Through traffic restrictions will allow space for</i></u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>significant improvements to the urban realm on Gordon Street, which is also the proposed site for a new entrance to Euston 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.</u> 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.</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</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<i>enhancing cycling capacity for the area.”</i>
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 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><u>The key requirements for bus facilities at Euston are as follows:</u></p> <ul style="list-style-type: none"> • <u>Legibility of bus services – making it easy for passengers to find their stop</u> • <u>Intuitive layout – providing common stops</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>for buses going in the same direction</i></p> <ul style="list-style-type: none"> • <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 linear bus street now to be developed further.”</i></p>
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>
MM15	60	Section 3.5	<p>Amend Strategic Principle EAP4C as follows:</p> <p>"C: <i>Development proposals should support the</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>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 and other public realm</u>, green roofs and walls will be developed to..."</i></p>
MM16	60	Section 3.5	<p>Amend Strategic Principle EAP4D as follows: "D: <u>The concept creation of an Ultra Low Emissions Zone (ULEZ) for Euston will be developed considered, in order to address air quality issues and promote low and zero emissions technology.</u>"</p>
MM17	64	Section 3.5	<p>Amend second bullet point on right hand side of page 64 as follows:</p> <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>
MM18	64	Section 3.5	<p>Amend wording under the heading 'Euston Station Ultra Low Emissions Zone' as follows: <i>"An Ultra Low Emission Zone (ULEZ) should be investigated for Euston Station. <u>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></p> <p><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></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><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></p> <p>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."</p>
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 above 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.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i><u>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></i></p> <p><i><u>The seven Places are discussed in the following sections:</u></i></p> <p><i><u>4.1 Euston Sstation and tracks</u></i></p> <p><i><u>4.2 Euston Road</u></i></p> <p><i><u>4.3 Camden Cutting</u></i></p> <p><i><u>4.4 Drummond Street and Hampstead Road</u></i></p> <p><i><u>4.5 Regents Park Estate</u></i></p> <p><i><u>4.6 Amphill and Mornington Crescent Station</u></i></p> <p><i><u>4.7 West Somers Town”</u></i></p>
MM20	69	Section 4.1	<p>Amend Development Principle EAP 1 as follows:</p> <p><i>"Development Principle EAP 1: Euston Station and tracks</i></p> <p><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 with the plan objectives and policies. A significant proportion, at least 30% (see Strategic Principle</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<i>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>
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. <u>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.</u></i></p> <p><u>Functionality</u></p> <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</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>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.</u></p> <p><u>A new piece of city</u></p> <p><u>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.</u></p> <p><u>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.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			Comprehensive development: <i>"A comprehensive <u>and integrated</u> approach to station, <u>public transport interchange</u> and over station development above any new station and existing station will be sought".</i>
MM22	74	Section 4.1	Add the following sentence at the end of text under 'Euston Arch': <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>
MM23	74	4.1	Amend the Section under 'Protected and strategic views' as follows: <u>"Protecting and enhancing strategic views and heritage assets:</u> <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 <u>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."</u></i>
MM24	75	4.1	Add the following text immediately underneath the main heading 'Transport and public realm': <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</u></i>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>text within Section 3.4 of this Plan: the text set out below should be read in conjunction with this.</u></p> <p>Improved station accessibility: 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.”</p>
MM25	75	4.1	<p>Amend 'Bus facilities' text as follows:</p> <p>"Bus facilities: 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 future <u>passenger demand and operational requirements.</u></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</u>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>key desire lines to and from Euston Station, providing for generously sized, safe and attractive routes that meet anticipated levels of footfall</u></p> <ul style="list-style-type: none"> • <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>
MM26	77	4.1	<p>Amend the first sentence of the first paragraph underneath the heading 'A comprehensive approach' as follows:</p> <p><u>"A comprehensive and integrated approach to station, and forecourt, and public transport interchange 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, well integrated with wider public transport interchange infrastructure.."</u></p>
MM27	79	4.1	<p>Add the following to the last sentence in first paragraph underneath the heading 'Phasing' as follows:</p> <p><u>"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</u></u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.</u></p> <p><i>Medium term (2019-2024)</i></p> <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 <p><i>Long term (2024+)</i></p> <ul style="list-style-type: none"> • HS2 station – open in 2026 • <u>Phased over site development</u>”
MM28	80	4.2	<p>Amend third bullet point under ‘Context’ to read:</p> <p><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></p>
MM29	80	Section 4.2	<p>Amend Development Principle EAP2 (part B) as follows:</p> <p>“B: <i>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.”</i></p>
MM30	86-91 (etc)	Section 4.3 (and throughout)	<p>The ‘North Euston Cutting’ is to be renamed the “Camden Cutting”. All references to be changed accordingly throughout document.</p>

Ref	Page	Policy/ Paragraph	Main Modification
MM31	89	Section 4.3	<p>Amend the first bullet point on p89 as follows:</p> <ul style="list-style-type: none"> • <i>"New development should be scaled to reflect the cutting's historic setting, <u>the different ground levels of existing streets and the height level of any new deck above the cutting.</u> 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 <u>existing ground level (which equates to between 53 metres AOD and 54.2 metres AOD))</u> to the south close to Hampstead Road. <u>These indicative heights should be measured from existing ground level (2014) based on Ordnance Survey Data.</u>"</i>
MM32	92	4.4	<p>Amend the fourth bullet point under 'Context' as follows:</p> <ul style="list-style-type: none"> • <i>"There are areas of historic and townscape character, <u>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.</u>"</i>
MM33	96	4.4	<p>Amend Development Principle EAP4 as follows: wording under "Drummond Street area public realm" heading:</p> <p><i>"Public realm improvements will be sought for the area including Drummond Street, Euston Street and Stephenson Way. In association with this, <u>Drummond Street/ Euston Street 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</u> will be given pedestrian priority with through traffic restricted, and appropriate local access measures in place."</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
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 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>
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>
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.
MM37	104	4.6	Amend the first line of Development Principle EAP6 as follows: <p><i>"Opportunities to enhance the public realm and accommodate new and replacement homes within Amptill Estate will be sought..."</i></p>
MM38	105	4.6	Delete the 'Priority for replacement homes' text under 'Uses': <p>"Priority for replacement homes: <i>Of these homes, the priority will be to provide replacement homes lost due to the construction of</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			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."
MM39	106	4.6	Delete the following text under 'Design' – 'Building frontage design': "Building frontage design: 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. "
MM40	107	4.6	Amend 'Replacement housing and long term planning as follows: "Replacement hHousing and long term planning 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."
MM41	107	4.6	Amend bullet point 4 under 'Delivery partners and mechanisms...' as follows: <ul style="list-style-type: none"> 'Improved open spaces: <u>Ampt Hill Square and Harrington Square</u> 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 it is they are not required

Ref	Page	Policy/ Paragraph	Main Modification
			<p><i>during the construction of HS2, fFunding 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.</i></p>
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><u>Amptill new residential opportunity sites and open space improvement</u></i> • <i><u>Reprovision of community hall</u></i> <p><i>Long term (2024+)</i></p> <ul style="list-style-type: none"> • <i>Bus facilities</i> • <i>Enhanced pedestrian and cycle links</i> • <i>Enhanced <u>setting of, and access to open space at Harrington Square</u></i> • <i><u>Amptill new residential opportunity sites and open space improvement</u></i> • <i><u>Reprovision of community hall"</u></i>
MM43	108	Section 4.7	<p>Amend Development Principle EAP7 as follows:</p> <p><i>"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."</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
MM44	110	4.7	Amend second paragraph under 'New and improved retail' as follows: <i>"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: 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, which Camden Council and the community are promoting.</u>"</i>
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>
MM46	113	4.7	Amend bullet points under 'Phasing' as follows: <i>"Short term (20134 – 2018)</i> <ul style="list-style-type: none"> • <i>Drummond Crescent site</i> • <i>Shop front improvements</i> <i>Medium term (2019 – 2024)</i> <ul style="list-style-type: none"> • <i>Renewal/intensification of Churchway Estate</i> <i>Long term (2024+)</i> <ul style="list-style-type: none"> • <i>Crossrail 2</i> • <i>Eversholt Street active frontages <u>and shop front improvements</u></i> • <i><u>Renewal/intensification of Churchway Estate</u></i> • <i><u>Chalton Street improvements</u>"</i>
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 1 to this Schedule of <i>Main</i>

Ref	Page	Policy/ Paragraph	Main Modification
			Modifications.
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>

Annex 1: Delivery Plans Summary Table

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, Figure 4.35

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 Knowledge Quarter	S106/ CIL/ set up of a local BID Where related to HS2 construction: HS2 Parliamentary Bill process	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
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 platform access)	HS2 Ltd with TfL	HS2 Ltd	M - L	
Sub surface link to Euston	HS2 Ltd with TfL	HS2 Ltd	M - L	

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Square station				
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 4.35

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 4.46

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 links	LBC	S106/ CIL	M - L	Likely to be implemented in conjunction with Camden Cutting development

Project	Delivery lead	Potential funding sources	Time - scale	Notes
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

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4.4 Delivery Plan: Drummond Street and Hampstead Road

Key references: Section 4.4, Development Principle EAP4, Figure 4.57

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 authorised by the HS2 Bill

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
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 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	HS2 Ltd/ LB	HS2 Ltd	S - M	

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
listed structures in St James's Gardens	Camden			
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.

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4.5 Delivery Plan: Regent's Park Estate

Key references: Section 4.5, Development Principle EAP5, Figure 4.68

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 • C2 Coniston and Cartmel 	LBC	HS2 Ltd (if required for HS2)/ LBC	M - L	Housing impacts in this location to be considered and mitigation determined through Hybrid Bill process

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Housing-led development				
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)				
Open spaces: implementation of open space strategy	LBC	HS2 Ltd	S	Open space strategy to sit alongside and support proposals for new housing infill

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Consider detailed feasibility of temporary energy centre prior to delivery of permanent energy centre associated with Euston Station	LBC	Camden CIP/ s106	S - M	

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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 TfL	HS2 Ltd/	M - L	

Project	Delivery lead	Potential funding sources	Time-scale	Notes
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	

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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 Ampthill sub area)	LBC/ TfL	HS2 Ltd/ NR, CIL/ S106	M - L	
Minimising Crossrail 2 construction impacts	LBC, TfL, NR		M - L	
Chalton Street enhancements: Wayfinding, enhancements to market	LBC	LBC/ S106	S - M	

Project	Delivery lead	Potential funding sources	Time-scale	Notes
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	