

Euston Area Plan

Schedule of main modifications proposed

September 2014

SCHEDULE OF PROPOSED MODIFICATIONS

Public examination

On 10th April 2014 the Euston Area Plan was submitted to the Government for independent examination. Planning Inspector Derek Stebbing, BA Hons Dip EP MRTPI was appointed to examine the Area Action Plan on behalf of the Government.

Pauline Butcher is the Programme Officer for the examination. Any communications with the Inspector must take place through the Programme Officer, including communications from the Council and from people who have made representations on the Plan. Her contact details are given further down this page.

Proposed main modifications

As part of the examination, public hearings about the Euston Area Plan were held on Tuesday 1st July and Wednesday 2nd July 2014. A further part of the examination is consultation on Main Modifications to the Plan. This consultation is taking place from 8th September to 20th October 2014.

The Main Modifications have been prepared in the light of public representations made about the Plan up to 5th March 2014 and discussions at the public hearings. Alongside the Main Modifications we have also prepared a Map Modifications Appendix and a Sustainability Appraisal of the Main Modifications.

All comments should be received by 5pm on 20th October 2014. Comments should be sent:

by email to ldfprogrammeofficer@tiscali.co.uk

by post to: The Programme Officer,
c/o London Borough of Camden
Placeshaping
5PS, 2nd floor
Town Hall
Judd Street
London WC1H 8EQ

Please note that the Programme Officer will forward your comments to the Inspector and to the Council, and that they will be available to the public.

Please also note that comments you make in response to the consultation should only relate to the proposed Main Modifications, and not to the Plan as a whole. Representations on other aspects of the Plan have already been considered, and the Inspector will not be able to take them into account at this stage.

Further information

The Inspector will consider the Main Modifications and any comments you make about them before the examination ends. He will then complete his report of the examination. The report is likely to be issued in November 2014.

We have also prepared two further documents along with the Main Modifications. The schedule of Minor Modifications contains factual updates, points of clarification and other minor changes which do not, when taken together, materially affect the policies set out in the Plan. The tracked changes version of the Plan shows how the Plan will read if all the Main and Minor Modifications are made.

N.B. Page numbers given in this schedule relate to the Euston Area Plan Proposed Submission version January 2014 as sent to the Government, and not to the September 2014 tracked changes version.

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

Euston Area Plan team
September 2014

Main modifications

Modification ref.	Page	Policy/ Section	Proposed Main Modifications	Reason for change	Notes
MM1	viii		<p>Amend second paragraph under 'Introduction' to provide an update re HS2 latest context including need for additional provisions in HS2 Bill to enable level deck option:</p> <p><i>"There are currently proposals to terminate the Government's High Speed Two (HS2) line at Euston, which Camden Council opposes due to the significant land take required to build the line and the project impacts in the borough, particularly at Euston. The station design included in the HS2 Environmental Statement (<u>published November 2013</u>) does not fully realise the potential transformational benefits of station redevelopment at Euston. 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>	To ensure plan is up to date on HS2 context and emerging new station design work by HS2 and Network Rail requested by the Secretary of State in March 2014.	Requested by Inspector following discussions at Hearings
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 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. "</i></p>	To ensure that the Plan reflects this wider vision, which has been expressed by the Mayor.	Requested by Inspector following discussions at Hearings
MM3	2	Introduction	<p>Add text to provide an update re HS2 latest context including the need for additional provisions in the HS2 Bill to enable level deck option. Amend Section 1.1 as follows (third paragraph onwards):</p> <p><i>"The Government's current preferred scheme for Euston Station included in the HS2 Environmental Statement (<u>November 2013</u>) consultation retains the existing Euston Station whilst building a high speed terminus alongside. This will reduce the</i></p>	To ensure plan is up to date on HS2 context and emerging new station design work by HS2 and Network Rail requested by the Secretary of State in March 2014.	Requested by Inspector following discussions at Hearings

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			<p><i>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 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 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</i></p>		

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			<i>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>		
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 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.”</i></p>	To ensure that the Plan reflects this wider vision, which has been expressed by the Mayor.	Requested by Inspector following discussions at Hearings
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>“11. Deliver a new world class Euston Station and integrated development</i></p> <p><i>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.”</i></p>	To ensure that the key objectives for Euston Station redevelopment are captured as an objective reflecting its important role in the EAP area.	Requested by Inspector following discussions at Hearings
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> <p><i>“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</i></p>	In response to representor 13 (HS2 Ltd) comment no. 2	Agreed with HS2, see EAP HS2 Statement of Common Ground

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			<p><u>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 expanses of blank walls around the edge of the station create a poor local street environment.</i></p> <p><i>As mentioned earlier in the plan, the redevelopment of Euston</i></p>	To reflect changes agreed during the hearing to update the station design context, and in response to representor 22 Ampthill TRA) comment 5 (in relation to 'double deck down' station design)	Wording intended to address comments made regarding potential 'double deck' station design

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			<p><u>Station is a hugely significant regeneration and economic opportunity, which could contribute towards the local, London and national economy through integrating a new/refurbished station with high quality development above it. There are a number of potential options for station redevelopment at Euston which could be progressed as part of the HS2 project, jointly with Network Rail or through a separate Network Rail redevelopment of the station. These are summarised below and the policies in this plan seek to provide a flexible framework to progress any of the station design scenarios set out below.</u></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). The baseline, level deck or similar design would better meet the objectives of this plan and make the best of the regeneration opportunities here.</u></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 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>		

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			<p>3: Redevelopment on existing station footprint</p> <p><i>The redevelopment of Euston could be progressed within the existing station footprint, in the event that the HS2 project is not progressed, or with alternative design solutions such as the community led Double Deck Down station design, with High Speed Two platforms and tracks at a lower level and Network Rail tracks at ground level. These options would reduce the required demolition of homes, business premises and open spaces and mitigation requirements associated with proposals on an expanded station footprint. Therefore illustrations of how the principles for station design could be applied to the existing station footprint are also provided.</i></p> <p>Comparison</p> <p><i>The EAP Sustainability Appraisal which has been prepared alongside the EAP highlights the sustainability benefits of lowering the track and platforms and redeveloping the station to allow for the creation of new streets, open space and buildings above. The appraisal also highlights the benefits of a comprehensive approach to redeveloping the station area, even where the existing basic station infrastructure is fundamentally retained, but clearly shows the most benefits for the area can be secured through a scheme similar to the baseline station design which lowers platforms and tracks. Options to redevelop Euston Station on the existing station footprint would bring benefits in terms of avoiding demolitions and associated mitigation requirements, although such approaches would reduce the ability to provide new at-grade streets, open spaces and building entrances."</i></p>		
MM8	34	Section 3.2	<p>Amend Strategic Principle EAP1 (section A) as follows:</p> <p>"A: Overall Mix</p> <p><i>New development above and around Euston Station provides should maximise the potential to create a major new economic hub</i></p>	To ensure that the significant economic opportunity of station redevelopment is fully reflected in the policy text.	Requested by Inspector following discussions at Hearings

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			<p>opportunity for <i>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.</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 as well as contributing to the wider London and national economy, particularly strengthening the role of the area's cluster of science and education institutions.</i> <i>The range of employment/economic floorspace capable of delivery is dependent upon the footprint and design of Euston station, ability to overcome constraints associated with railway infrastructure, particularly the cost and viability of decking, and</i> 	To ensure that the % target for knowledge based uses is clear in the development principle and that it is tied into the Mayor's Med City proposal.	Requested by Inspector following discussions at Hearings

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			<p><i>compatibility with wider plan objectives and policies.</i></p> <ul style="list-style-type: none"> • <i>A cluster of knowledge based, research and creative uses, will be encouraged, particularly uses which will help to realise Camden Council’s Knowledge Quarter aspirations which could include medical uses to complement the Mayor’s emerging “Med City” proposals, with a significant proportion of employment floorspace supporting related uses. To assist with this we will seek approximately 30% of new commercial floorspace (at least 50,000 – 70,000 sqm) to be provided as knowledge based/science/research and creative sector uses including supporting educational facilities where required.</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	36-45	3.2	<p>Amend text on p36, under ‘Replacing housing lost as a result of HS2’ as follows:</p> <p><i>“1. replacing housing lost as a result of HS2 Camden is working to identify a range of sites that could be used to</i></p>	Changes i, iii, iv and v: in response to representor 13 (HS2 Ltd) comments 3 – 7. Agreed with HS2, see EAP HS2 Statement	

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			<p><i>provide homes, including intermediate housing for leaseholders in the Euston area to replace those lost as a result of HS2, in order to allow people to stay in the area. <u>While the timing of demolitions associated with HS2 is to be established by parliament, Camden Council requires that the delivery of replacement homes is timed so that tenants who will lose their homes only move once. Where reasonably practical, therefore, replacement homes should be completed before the demolition of existing homes commences and so priority will be given to re-provision sites. As part of the additional housing provision through infill and renewal sites in existing housing estates (see below), Camden Council will seek to make additional intermediate and private housing delivered in the Euston area available for potential purchase by leaseholders who will lose their homes as a result of HS2.</u></i></p> <p><i>There is the potential that some residential properties surrounding Euston Station and tracks may become vacant due to the disruption associated with HS2 construction works. 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. <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 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.</u></i></p>	<p>of Common Ground</p> <p>Change (ii): to reflect stronger emphasis on priority for knowledge based, science/ research and creative sector uses, as agreed at the hearing.</p>	

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			<p>(ii) Amend the second paragraph on p39 under '2. Types of economic and employment floorspace' as follows:</p> <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, 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...</u></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>		

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			<ul style="list-style-type: none"> • The relocation of Maria Fidelis on a consolidated site at Phoenix Road/Drummond Crescent site prior to the beginning of construction for HS2. The North Gower Street site is close to the anticipated expanded Euston Station footprint, and HS2 Ltd are assisting with the relocation of this part of the school to join the existing Phoenix Road school. • The re-provision of Silverdale tenants' hall that is currently proposed for demolition is required and should be funded through HS2. Mitigating the loss of Silverdale tenants' hall through HS2 working with Camden Council to re-provide it in an appropriate location. This intention is identified in the HS2 Environmental Statement for the HS2 Hybrid Bill and Camden Council will seek to ensure provision is appropriate. • 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. • 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." <p>(v) amend first paragraph under 'Meanwhile uses' on p45 as follows: "There is the potential that some residential sites and buildings surrounding Euston Station and tracks may be rendered unviable or become vacant due to the disruption caused by HS2 and associated construction works. If this is the case, planning permission will be given to the provision of appropriate alternative temporary 'meanwhile' uses during the construction process. The construction and eventual operation of HS2 from Euston Station</p>		

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			<p><i>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 on affected sites and buildings once the impacts of the physical surrounding environment and operation of the station and tracks are known."</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 identified in the London View Management Framework (LVMF), however, there may be impacts on local heritage assets which would need to be addressed (please see Appendix 3 of the EAP Background Report for further detail).</i></p> <p><i><u>The 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 the Background Assessment area there are potential locations for tall buildings (up to 60 metres) in the shadow of St Paul's Cathedral. 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. However, a full justification and demonstration of impacts in terms of the requirements of the LVMF and local views would need to accompany proposals for tall</u></i></p>	In response to representor 8 (English Heritage) comment 3	See Statement of Common Ground with English Heritage, and associated English Heritage statements

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			<p><i>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 background assessment areas any building proposed is taller than 30 metres above ground level (up to between 53 metres AOD and 54.2 metres AOD) the general heights indicated in figure 3.4. should be thoroughly tested against the LVMF. A 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></i></p> <p><i>Where buildings currently detract...”</i></p>		
MM12	54/ 55	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> <ul style="list-style-type: none"> • <i>Improved pedestrian crossing facilities</i> 	To provide greater detail regarding pedestrian and cycle links and to cross reference to the measures in Figure 3.5	Requested by Inspector following discussions at Hearings

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			<ul style="list-style-type: none"> • <i>Consistent Legible London wayfinding</i> • <i>De-cluttering, including removal of guard-rail fencing as appropriate</i> • <i>Widened pavements</i> • <i>Urban greening, in particular tree planting where possible</i> • <i>Considering safety and legibility for all users</i> <p><i><u>Opportunities to improve walking routes are indicated in Figure 3.5 and include:</u></i></p> <ul style="list-style-type: none"> • <i><u>New links across the Euston Station site connecting Drummond Street and Doric Way, Robert Street and Pheonix Road, Varndell Street and Polygon Road, and Euston Street to Lancing Street;</u></i> • <i><u>Improvements to existing, or the provision of new, pedestrian crossings and de-cluttered footways across and along Euston Road at the locations shown in figure 3.5, in order to significantly enhance pedestrian movement;</u></i> • <i><u>Through traffic restriction on Gordon Street, 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;</u></i> • <i><u>A new underground link between Euston Station and Euston Square London Underground stations;</u></i> • <i><u>Enhanced north-south and east-west pedestrian connections in the Camden Cutting area; and</u></i> • <i><u>Enhanced east-west connectivity across the wider area, including between Euston and St Pancras International stations.</u></i> <p><i><u>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</u></i></p>		

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			<p><i>do not exist currently.</i></p> <p><i>Through traffic restrictions will allow space for significant improvements to the urban realm on Gordon Street, which is also the proposed site for a new entrance to Euston Station which would lead into a pedestrian subway underneath Euston Road.</i></p> <p><i>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.</i></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"> • <i>North-south cycle lanes or tracks are proposed along Hampstead Road and Eversholt Street with connections into the wider cycle network.</i> • <i>Improvements to east-west cycling routes including through improvements to Euston Road and new connections across the Euston Station site.</i> • <i>An improved north / south route via Gordon Street.</i> <p><i>The demand for cycle parking will increase substantially with HS2 in place and therefore significantly improved and enhanced <u>dedicated secure off street</u> 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. <u>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.</i></p> <p><i>The potential closure of roads to traffic and the creation of new traffic-free links offers the opportunity for the provision of new</i></p>		

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			<p><i>cycle parking and additional Barclays Cycle Hire stands, further enhancing cycling capacity for the area."</i></p>		
MM13	58	Section 3.4	<p>Amend bus text as follows:</p> <p>"Bus facilities</p> <p><u><i>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.</i></u></p> <p><i>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.</i></p> <p><i>Euston Bus Station is strategically important transport infrastructure and hence protected for industry and transport purposes. The new facility should meet the growing demand generated by new development, HS2 and London's background growth.</i></p> <p><i>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.</i></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><i>The key requirements for bus facilities at Euston are as follows:</i></u></p> <ul style="list-style-type: none"> <i>Legibility of bus services – making it easy for passengers to</i> 	<p>To provide clearer guidance for the provision of new bus facilities (including prioritising pedestrian movement, high quality public realm and also type of facilities/services needed)</p>	<p>Requested by Inspector following discussions at Hearings</p>

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			<p><i>find their stop</i></p> <ul style="list-style-type: none"> • <i><u>Intuitive layout – providing common stops for buses going in the same direction</u></i> • <i><u>Allowing full permeability for pedestrians moving through the area, with provision of direct crossings on desire lines that accommodate anticipated footfall</u></i> • <i><u>To help create a high quality urban realm which complements the design of the station and the surrounding area, helps to transform the image of the area and contributes to the creation of a world class station and above station development</u></i> • <i><u>To enhance the setting of Euston Square Gardens and minimise the dominance of buses</u></i> • <i><u>Accessibility for mobility impaired users – providing clear and step free access between trains and buses</u></i> • <i><u>To meet bus operational requirements, for example the ability of terminating routes to turn around and stand</u></i> <p><i>A number of options for bus provision at Euston have been considered (shown in Figures 3.5 and 3.6 and discussed at section 4.1 and 4.2), with the proposed option of a new 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,</i></p>	To reflect wider Mayoral policy to secure zero emission capable taxis by 2018	Requested by Inspector following discussions at Hearings

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			<i>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>		
MM15	60	Section 3.5	Amend Strategic Principle EAP4C as follows: "C: <i>Development proposals should support the provision of new open spaces and enhancements to existing spaces that make them safer and more accessible, meeting demand from new development and improving the character of the area. An enhanced green infrastructure network, including new and improved open spaces, <u>retention of existing trees where possible, green streets with extensive tree planting and other public realm, green roofs and walls will be developed to...</u></i>	To ensure it is clear the new tree planting and retention/replacement of trees is expected as part of proposals	Requested by Inspector following discussions at Hearings
MM16	60	Section 3.5	Amend Strategic Principle EAP4D as follows: "D: <i>The <u>concept creation</u> of an Ultra Low Emissions Zone (ULEZ) for Euston will be <u>developed considered</u>, in order to address air quality issues and promote low and zero emissions technology."</i>	To strengthen text regarding future delivery of ULEZ, as Requested by Inspector following discussions at Hearings	Requested by Inspector following discussions at Hearings
MM17	64	Section 3.5	Amend second bullet point on right hand side of page 64 as follows: <ul style="list-style-type: none"> • <i>"Tree planting and other landscaping measures such as planters in existing streets and public realm areas;</i> • <i>Improvements to the biodiversity value of existing open spaces <u>and retention of existing trees wherever possible;</u> and</i> • <i>The provision of new publicly accessible local green and public realm spaces where opportunities emerge, including in Camden's housing estates."</i> 	To ensure it is clear the retention of trees is expected wherever possible	
MM18	64	Section 3.5	Amend wording under the heading 'Euston Station Ultra Low Emissions Zone' as follows: <i>"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</u></i>	To provide extra context regarding the proposed ULEZ at Euston	Requested by Inspector following discussions at Hearings

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			<p><u>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></p> <p><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></p> <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 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</u></p>	To help people navigate the chapter and illustrative masterplans	

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			<p><u>guide proposals in the area is set out. An illustrative masterplan reflecting these principles is provided, along with text explaining in more detail what is expected of proposals in order to meet the requirements of the Development Principle in terms of land uses, design, transport and public realm and the environment. Finally a delivery strategy provides detailed commentary on delivery issues including viability and funding, delivery partners and mechanisms and phasing for development. This delivery information is supplemented with further delivery commentary which applies to the whole plan area in chapter 5, along with a Delivery Plan Summary Table (Appendix 1) summarising key delivery information on a site by site/project basis.</u></p> <p><u>The seven Places are discussed in the following sections:</u></p> <p><u>4.1 Euston station and tracks</u> <u>4.2 Euston Road</u> <u>4.3 Camden Cutting</u> <u>4.4 Drummond Street and Hampstead Road</u> <u>4.5 Regents Park Estate</u> <u>4.6 Amptill and Mornington Crescent Station</u> <u>4.7 West Somers Town”</u></p>		
MM20	69	Section 4.1	<p>Amend Development Principle EAP 1 as follows:</p> <p>"Development Principle EAP 1: Euston Station and tracks <i>A comprehensive approach to development at Euston Station and the front piazza will be required to help transform the image of Euston, through facilitating new and improved links, the creation of high quality public spaces and new development. Camden Council and the Mayor will seek to ensure that a new or refurbished Euston station is of the highest architectural quality to create a world class station, public transport interchange and integrated public realm and above station development 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</i></p>	To ensure Development Principle EAP 1 reflects key transport requirements and focus on knowledge based uses set out in Section 3.2.	Requested by Inspector following discussions at Hearings

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			<p><i>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, approximately 30% (see Strategic Principle EAP 1), of any new office and/or research and development space should accommodate knowledge based, science based, innovative and creative industries to capitalise on the potential to create a knowledge and medical hub around Euston."</i></p>		
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 3 interrelated aspects to World Class Station Design: the highest quality architecture; efficient functionality; and the facilitation of a new piece of city.</u></i></p> <p><u>Architecture</u></p> <p><i>The final design for the new Euston Station will incorporate above ground buildings. Ideally these will be limited to entrances, booking hall, necessary operational structures and associated retail. The architectural approach to these above ground buildings needs to be driven by the changing and emerging context but their scale and architectural language should immediately convey that this is an extremely significant transport interchange. These buildings need to build on the magnificent legacy of railway stations in London, and the United Kingdom as a whole, and produce a 21st century station of the highest architectural and material quality. This grand architecture will need an appropriate setting, and the expected scale of the station entrance and booking hall will need an equally spacious setting to both facilitate the anticipated number of people accessing the railways and retail, and signify the importance of the</i></p>	<p>To provide more detail on what is meant by "world class" in terms of station design at Euston and to reflect the importance of an integrated approach to the station, interchange and development.</p>	<p>Requested by Inspector following discussions at Hearings</p>

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			<p><u>building and its function.</u></p> <p><u>Functionality</u></p> <p><u>For most users the success of the station will be down to its functionality and, in particular, the platform environment and the ability to easily access, interchange and orientate. Much of this will be determined by detailed station design and links to the Underground. However, the ground level pedestrian and cycle access and interchange with buses and taxis are part of the streetscape and setting of new development and therefore should seek to meet the aspirations of the EAP. Signage will be essential but access and interchange also needs to be intuitive. The design of the streets and spaces should signify the approach to this major interchange, arrival by train needs to allow an opportunity to orientate and continue journeys on foot in all directions. Interchange with buses and taxis needs to be clear and obvious although not necessarily confined to a single location. Simple, intuitive and legible design is essential to the functionality of this interchange and its connection into surrounding streets and neighbourhoods.</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. This new piece of city should therefore be designed in conjunction with the new station or the opportunity will be lost.</u></p>		

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			<p><i>It should be noted that notwithstanding the above aspirations, if a station design is progressed on the footprint of the existing station or smaller (i.e. if HS2 does not go ahead or a scheme such as the community led Double Deck Down scheme) this is likely to require less demolitions, therefore reducing potential impacts on the local community.</i></p> <p>Comprehensive development: <i>"A comprehensive and integrated approach to station, public transport interchange and over station development above any new station and existing station will be sought".</i></p>		
MM22	74	Section 4.1	<p>Add the following sentence at the end of text under 'Euston Arch':</p> <p><i>"... The arch historically formed part of the façade of the original station building and therefore its reinstatement should be considered in this context, taking into account any constraints associated with rail related infrastructure. 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".</i></p>	To reflect current status of Euston Arch proposals in terms of Government support.	Requested by Inspector following discussions at Hearings
MM23	74	4.1	<p>Amend the Section under 'Protected and strategic views' as follows:</p> <p><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 and consideration of English Heritage's guidance on the Setting of Heritage Assets (2011) and consideration of the heritage and design context, particularly the</i></p>	To provide consistency with the findings of the Views assessment in the Background Report and wording at section 3.3 of the EAP	

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			<i>setting of nationally important heritage assets including Regent's Park and Chester Terrace outside the plan area."</i>		
MM24	75	4.1	<p>Add the following text immediately underneath the main heading 'Transport and public realm':</p> <p><i>"The redevelopment of Euston Station will play a key role in the delivery of the transport measures set out in Strategic Principle EAP3 and supporting text within Section 3.4 of this Plan: the text set out below should be read in conjunction with this.</i></p> <p>Improved station accessibility: <i>New station entrances east, west, south and north should be incorporated (unless demonstrated to be unfeasible) to facilitate walking and cycling to nearby destinations. Entrances at the north of the station would particularly help to encourage people to walk to Mornington Crescent and Camden Town as shown in figure 4.3."</i></p>	To provide appropriate cross reference to Section 3.4 of the Plan and to the illustrative masterplan (figure 4.1).	
MM25	75	4.1	<p>Amend 'Bus facilities' text as follows:</p> <p>"Bus facilities: <i>The provision of bus facilities, including high quality passenger waiting facilities as well as standing and turning for terminating services, will be required in order to meet increased future passenger demand and operational requirements.</i></p> <p><i>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.</i></p> <p><i>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</i></p>	To provide clarity on the approach to bus facility design.	

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			<p><u>passengers whilst also providing a permeable, safe and attractive environment for pedestrians and cyclists. A linear bus street option would be designed to meet these requirements through:</u></p> <ul style="list-style-type: none"> • <u>Providing a linear arrangement that has a reduced width and reduced barriers (to the current bus facility), therefore reducing severance;</u> • <u>Being designed to be of similar scale to the surrounding street network, and to feel like a part of an attractive London streetscape</u> • <u>Accommodating pedestrian crossings on the key desire lines to and from Euston Station, providing for generously sized, safe and attractive routes that meet anticipated levels of footfall</u> • <u>The prevention of buses from stopping on pedestrian crossing points would enable visual gaps along the bus street, thereby preventing a visual 'wall of buses' waiting in front of the station. This would help to enhance the setting of Euston Square Gardens and development on the Euston Station site behind.</u> • <u>Preserving the spatial integrity of Euston Square Gardens and removing bus movements from within the open space.</u> <p><u>An option to reduce the amount of bus infrastructure in front of the station by stopping more buses on existing streets has also 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. 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</u></p>		Requested by Inspector following discussions at Hearings

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			<i>redeveloped Euston Station and facilitate the redevelopment of the station forecourt area, well integrated with wider public transport interchange infrastructure...</i>		
MM27	79	4.1	<p>Add the following to the last sentence in first paragraph underneath the heading 'Phasing' as follows:</p> <p><i>"The phasing set out below assumes that any over-site development occurs at the same time as providing a deck but OSD construction is likely to continue in phases beyond the plan period if a comprehensive approach to station redevelopment is taken.</i></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> 	To provide latest information regarding likely phasing of development.	
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 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>	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 4	Wording intended to provide requested references to these heritage assets.
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</i></p>	Stephenson Statue is currently located in front of the station in the piazza. It will need to be	Requested by Inspector following discussions at Hearings

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			<i>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>	relocated, therefore this provides guidance on a suitable location.	
MM30	86-91 (etc)	Section 4.3 (and through out)	The 'North Euston Cutting' is to be renamed the "Camden Cutting". All references to be changed accordingly throughout document.	To reflect the community name for the railway cutting.	Requested by Inspector following discussions at Hearings
MM31	89	Section 4.3	Amend the first bullet point on p89 as follows: <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 existing ground level (which equates to between 53 metres AOD and 54.2 metres AOD)) 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> 	To provide a definable baseline for heights against which proposals can be assessed	Requested by Inspector following discussions at Hearings
MM32	92	4.4	Amend the fourth bullet point under 'Context' as follows: <ul style="list-style-type: none"> <i>"There are areas of historic and townscape character, <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.</u> <u>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 <u>and which require action, such as blank building frontages facing onto Hampstead Road, and the blank western frontage to Euston Station.</u>"</u></i> 	To ensure accurate reference to heritage context in the area	
MM33	96	4.4	Amend Development Principle EAP4 as follows: <p><i>"Public realm improvements will be sought for the area including Drummond Street, Euston Street and Stephenson Way. In</i></p>	In response to representations from Representor 14 (DSTA)	Wording intended to address concerns regarding

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			<i>association with this, Drummond Street/ Euston Street <u>will be designed as a pedestrian and cycle friendly place with a high quality public realm and appropriate traffic management measures to make it a successful and vibrant place</u> will be given pedestrian priority with through traffic restricted, and appropriate local access measures in place.</i>	comment 1 and representor 22 (Amphill TRA) comment 4	Drummond Street access
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 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> 	In response to representor 13 (HS2 Ltd) comment 10	Agreed with HS2, see EAP HS2 Statement of Common Ground
MM35	99	4.5	Amend the first bullet point under 'New homes' as follows: <ul style="list-style-type: none"> <i>"Around 13060 homes would potentially be infill housing developments as illustrated in figure 4.68..."</i> 	To reflect latest housing infill figures consulted on by LB Camden (as replacement housing for those lost as a result of HS2)	Requested by Inspector following discussions at Hearings
MM36	100, 101	4.5	Amend figure 4.6 (renumbered to figure 4.8) and other relevant plans throughout which show potential development sites including Appendix 2 (list of development sites) to show additional LBC housing infill sites. See Schedule of Proposed Map Modifications.	To reflect latest housing infill sites consulted on by LB Camden (as replacement housing for those lost as a result of HS2)	Requested by Inspector following discussions at Hearings
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 Amphill Estate will be sought..."</i></p>	To reflect phasing constraints affecting ability to deliver early replacement housing here as part of HS2	To reflect discussions at hearings

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				mitigation	
MM38	105	4.6	Delete the 'Priority for replacement homes' text under 'Uses': "Priority for replacement homes: <i>Of these homes, the priority will be to provide replacement homes lost due to the construction of HS2 at Regent's Park Estate, if the timing of their delivery allows, to complement any opportunities for infill development in Regent's Park Estate."</i>	To reflect phasing constraints affecting ability to deliver early replacement housing here as part of HS2 mitigation	To reflect discussions at hearings
MM39	106	4.6	Delete the following text under 'Design' - 'Building frontage design': "Building frontage design: <i>Should address the relationship between the buildings and the street to encourage walking and cycling. particularly through the London Square to new housing to the east and north Somers Town to the west. "</i>	To reflect that this is a general aim across the area, and to reflect the discussion at the hearing regarding the nature and impacts of access through the London Square.	To reflect discussions at hearings
MM40	107	4.6	Amend 'Replacement housing and long term planning as follows: "Replacement hHousing and long term planning <i>The illustrative masterplan shown has been developed partly in response to the shorter term need to accommodate housing to replace that lost due to the construction of HS2 at Regent's Park Estate, although sites shown may be dependent upon the phasing of the railway construction. Due to the pressing need to find locations where development can be quickly progressed in the local area, additional sites at Ampt Hill may need to be utilised to help with this. Camden Council will work with local residents and businesses to test options for the amount, type and range of housing possible at Ampt Hill Estate following on from the opportunities along the railway edge identified at figure 4.79."</i>	To reflect phasing constraints affecting ability to deliver early replacement housing here as part of HS2 mitigation	

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MM41	107	4.6	<p>Amend bullet point 4 under 'Delivery partners and mechanisms...' as follows:</p> <ul style="list-style-type: none"> <i>'Improved open spaces: <u>Amphill Square and Harrington Square may be required during the construction of HS2, and improvements to these spaces should be provided as reinstatement following construction by HS2, with additional funding from wider S106/ CIL contributions where appropriate. If it is not required during the construction of HS2, funding and delivery of enhancements to the quality, and access to, and the setting of open space at Harrington Square is likely to be led by TfL and Camden Council with potential funding sources from developers and wider S106 contributions from development here.</u></i> 	Amendment to reflect potential construction role of these spaces, and thus the role of HS2 in delivering reinstatement works to these spaces, as well as potential wider development contributions	Internal suggestion
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>Amphill new residential opportunity sites and open space improvement</i> <i>Reprovision of community hall</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>Amphill new residential opportunity sites and open space improvement</u></i> <i><u>Reprovision of community hall</u></i> 	To reflect phasing constraints affecting the ability to deliver early replacement housing here as part of HS2 mitigation, and relevance of setting of Harrington Square in future improvements	
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</i></p>	To ensure the importance of Chalton Street market is reflected in the	Requested by Inspector following discussions at

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			<i>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>	development principle appropriately.	Hearings
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:</u> Support will also be given to the enhancement of Chalton Street market, in order to maintain its role in providing goods for local people and adding to the vibrancy of the area, which Camden Council and the community are promoting."</i>	To ensure the importance of Chalton Street market is reflected in the supporting text appropriately	Requested by Inspector following discussions at Hearings
MM45	111	4.7	Amend first paragraph under 'Open space' to read: "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. "	In response to representor 13 (HS2 Ltd) comment 9	Agreed with HS2, see EAP and HS2 Statement of Common Ground
MM46	113	4.7	Amend bullet points under 'Phasing' as follows: "Short term (20134 - 2018) <ul style="list-style-type: none"> • Drummond Crescent site 	To reflect latest delivery timescales.	

Modification ref.	Page	Policy/ Section	Proposed Main Modifications	Reason for change	Notes
			<ul style="list-style-type: none"> • Shop front improvements <p>Medium term (2019 – 2024)</p> <ul style="list-style-type: none"> • Renewal/intensification of Churchway Estate <p><u>Long term (2024+)</u></p> <ul style="list-style-type: none"> • Crossrail 2 • Eversholt Street active frontages <u>and shop front improvements</u> • <u>Renewal/intensification of Churchway Estate</u> • <u>Chalton Street improvements</u> 		
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 Proposed Modifications.	To summarise and clearly set out delivery factors for each proposal or project in the plan.	Requested by Inspector following discussions at Hearings
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><u><i>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.</i></u></p> <p><i>Many of the sites identified in the Euston Area Plan..."</i></p>	To ensure implementation role of EAP Boards is clear.	Requested by Inspector following discussions at Hearings

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 4.3

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/NR/ 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,	S106/ CIL/ set up of a local BID Where related to HS2 construction: HS2	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
	emerging Kings X Knowledge Quarter	Parliamentary Bill process		
Social infrastructure (see also Section 3.2/ Strategic Principle EAP1)				
Education: financial contribution to meet requirements generated by development	Future Development Partner	S106	L	To fund facilities on Camden Cutting / more widely as required
Other social infrastructure provision to meet needs generated by development (e.g. health)	Future Development Partner/ relevant providers	On site provision/ S106	L	On-site provision or financial contributions towards wider enhancements as appropriate
Transport and public realm (see also Section 3.4/ Strategic Principle EAP3/ Figure 3.5)				
High Speed Two services National rail services improvement	HS2 Ltd/NR	HS2 Ltd, NR, DfT	M - L	
Enhanced rail station facilities	HS2 Ltd/ NR	HS2 Ltd, NR, DfT	M - L	
Bicycle parking zones for the station	TfL/ HS2 Ltd	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	
Bicycle parking for new developments	Future Development Partner	Future Development Partner	M - L	Future Development Partner to install cycle parking in line with requirements of London Plan
New and enhanced public realm, walking and cycling links. To include Delivery of key routes, new/ improved crossings, wayfinding	HS2 Ltd/ NR/ future development partner	HS2 Ltd/ NR S106/ CIL	M - L	To be delivered as part of comprehensive redevelopment of Euston Station and Tracks site. (HS2 delivery/ funding of measures would be provided insofar as they relate to work authorised by the HS2 Bill)
Crossrail 2 (delivery and station integration)	TfL	Various, including DfT, TfL and CIL	L	
London Underground enhancements (ticket hall and	HS2 Ltd with TfL	HS2 Ltd	M - L	

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
platform access)				
Sub surface link to Euston Square station	HS2 Ltd with TfL	HS2 Ltd	M - L	
Enhanced and new bus facilities (stops/stands etc)	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M	See also Sections 4.2 and 4.6
Taxi drop off/ pick up facilities	HS2 Ltd with TfL	HS2 Ltd/ NR/ TfL	M - L	See also Sections 4.4 and 4.7
Sustainable freight infrastructure	HS2 Ltd/ NR with TfL	NR, TfL, s106/ CIL	M - L	
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figures 3.7 and 3.8)				
Ultra Low Emissions Zone (ULEZ)	TfL	TfL	M - L	To be developed alongside wider ULEZ zone for Central London
Decentralised energy centre and network	Future Development Partner, LBC	Future Development Partner/LBC [assuming it extended beyond over site development area]	L	New energy centre to be provided at or in vicinity of Euston Station site to link in with wider decentralised energy network
Open spaces (maximum on-site provision; financial contributions towards provision elsewhere including on Camden Cutting)	Future Development Partner, LBC	Future Development Partner	L	
Urban greening (on streets as part of public realm works).	LBC/HS2/future Development Partner	HS2/ Future Development Partner	M - L	To be delivered as part of station/ over- station development (HS2 delivery/ funding would be provided insofar as necessarily related to works authorised by the HS2 Bill)

4.2 Delivery Plan: Euston Road

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

Project	Delivery lead	Potential funding sources	Timescale	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 4.4

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

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

4.4 Delivery Plan: Drummond Street and Hampstead Road

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

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
Bicycle parking	TfL/ LBC	HS2 Ltd/ NR/ TfL/ CIL/ S106	M - L	

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
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 Ampthill 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.

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

4.5 Delivery Plan: Regent's Park Estate

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

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 / <u>Cape of Good Hope</u> • <u>A7 Staveley/ Newby overbuilds</u> • <u>A8 Camden People's Theatre</u> • <u>A9 Troutbeck overbuilds</u> • <u>A10 Space next to St Bede's Hall</u> • <u>A11 The Victory Pub</u> 	LBC	HS2 Ltd	S	Shorter term infill development to provide replacement housing. Identified through LBC Housing consultation

Project	Delivery lead	Potential funding sources/delivery mechanisms	Time-scale	Notes
Indicative capacity: 130 160 homes				
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 Housing-led development	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
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	LBC	s106/CIL	M - L	Potential sources include expansion of

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

4.6 Delivery Plan: Ampthill and Mornington Crescent Station

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	
Environment (see also Section 3.5/ Strategic Principle EAP4/ Figure 3.8)				

Project	Delivery lead	Potential funding sources	Time-scale	Notes
Harrington Square: enhancements to setting and accessibility	LBC/ TfL	S106 / CIL	L	
Greened roads	LBC/ TfL	CIL/ S106	M – L	

4.7 Delivery Plan: West Somers Town

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	HS2 Ltd/ NR	HS2 Ltd/ NR, S106/ CIL	M - L	HS2 delivery/ funding to be provided

Project	Delivery lead	Potential funding sources	Time-scale	Notes
enhancements				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 area	LBC	LBC/ S106	S - M	
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	