

EUSTON AREA PLAN

Public Examination

SCHEDULE OF PROPOSED MODIFICATIONS

The Changes are expressed either in the conventional form of strikethrough for deletions and underlining for additions of text, or by specifying the change in words in *italics*.

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Represent ation fully met	Represent ation only partly met	Representa tion not met at all	
xi	Euston Station and tracks	<i>A comprehensive station redevelopment to transform Euston's image and potential for between 1,000 and approximately 1,900 new homes and between 7,200 and approximately 13,600 additional jobs depending on station design and footprint, railway constraints and cost of decking. A comprehensive approach to station design based around lowered tracks and platforms is more likely to allow for greater development and a transformational high quality development here. <u>A redevelopment within the existing station footprint would reduce the required demolitions and associated mitigation requirements that would result from proposals on an expanded station footprint</u>"</i>	In response to representor 7 (Transport Salaried Staff Association) comment 1; representor 22 (Amphill TRA) comment 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wording intended to address comments made regarding potential 'double deck' station design
6	1.4	<i>Replace paragraph 3 as follows: "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" <u>"The powers to build and operate High Speed Two are being sought through the High Speed Rail (London – West Midlands) Bill. This Bill seeks deemed planning permission for the railway and associated works and hence the planning</u></i>	In response to representor 13 (HS2 Ltd) comment no. 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<p><u>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>					
15	Figure 2.2	Amend text on Figure 2.2 on p15 as follows: " Grand Union <u>Regent's Canal</u> ".	In response to representor 3 (Canal and River Trust) comment 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Page	Policy/Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
27	2.4	Amend second bullet point under 'Environment' as follows: "Surface water flooding is an issue in the area, with particular risks around Euston Station. <u>HS2 could have the potential to add to this risk as a result as a result of the proposed loss of open space</u> "	Amendment to reflect potential impact of loss of open space on surface water flood risk, if not properly mitigated	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion – HS2 impacts to be confirmed
27	2.4	Amend first bullet point under 'Open space' as follows: "HS2 would result in the permanent loss of two thirds of St James's Gardens open space as well as half <u>all</u> of Hampstead Road open space"	Amendment to reflect information in HS2 Environmental Statement which indicates that all of Hampstead Road open space may be lost due to HS2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion – HS2 impacts to be confirmed
27	2.4	Amend second bullet point under 'Open space' as follows: "The whole of St James Gardens, Hampstead Road open space and Euston Square Gardens will be temporarily lost as they are likely to be required to construct HS2 and therefore will not be useable for 101 years during the HS2 construction period"	Amendment to reflect anticipated duration HS2 impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion – HS2 impacts to be confirmed
27	2.4	Add the following additional bullet point under 'Environment': " <u>A significant number of mature trees in open spaces and street trees are likely to be lost as a result of HS2</u> "	Amendment to reflect potential loss of trees resulting from HS2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion – HS2 impacts to be confirmed
31	3	"3: Redevelopment on existing station footprint "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 <u>such as the community led Double Deck Down station design, with High Speed Two platforms and tracks at a</u>	In response to representor 22 (Amphill TRA) comment 5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wording intended to address comments made regarding potential 'double deck' station design

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<p><u>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.</u></p> <p>Comparison</p> <p>The EAP Sustainability Appraisal which has been prepared alongside the EAP highlights the sustainability benefits of lowering the track and platforms and redeveloping the station to allow for the creation of new streets, open space and buildings above. The appraisal also highlights the benefits of a comprehensive approach to redeveloping the station area, even where the existing basic station infrastructure is fundamentally retained, but clearly shows the most benefits for the area can be secured through a scheme similar to the baseline station design which lowers platforms and tracks. <u>Options to redevelop Euston Station on the existing station footprint would bring benefits in terms of avoiding demolitions and associated mitigation requirements, although such approaches would reduce the ability to provide new at-grade streets, open spaces and building entrances"</u></p>					
36	3.2	<p>"1. replacing housing lost as a result of HS2</p> <p>Camden is working to identify a range of sites that could be used to provide homes, including intermediate housing for leaseholders in the Euston area to replace those lost as a result of HS2, in order to allow people to stay in the area.</p>	In response to representor 13 (HS2 Ltd) comment 3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>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".</i>					
36	3.2	(amend second paragraph as follows) 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. <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. 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. In these circumstances, where evidenced and justified, flexibility will be applied where appropriate where</u>	In response to representor 13 (HS2 Ltd) comment 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>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"</i>					
41	3.2	<i>(amend second paragraph as follows) "... 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>	In response to representor 13 (HS2 Ltd) comment 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground
44	3.2	<i>Under 'Mitigating the impacts of HS2', replace the first paragraph as follows, and relocate text to form the bottom bullet point: "The relocation of Maria Fidelis on a consolidated site at Phoenix Road/ Drummond Crescent site prior to the beginning of construction for HS2. The North Gower Street site is close to the anticipated expanded Euston Station footprint, and HS2 Ltd are assisting with the relocation of this part of the school to join the existing Phoenix Road school" "<i>In addition there is a long term aspiration to</i></i>	In response to representor 13 (HS2 Ltd) comment 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>relocate the North Gower Street site of Maria Fidelis school to a consolidated site at Phoenix Road/Drummond Crescent, which HS2 are assisting with as the site is immediately adjacent to the main HS2 construction compound. Its relocation by the appropriate education body prior to the commencement of the construction of HS2 is being sought"</i>					
44	3.2	<p><i>Under 'Mitigating the impacts of HS2', replace the second paragraph as follows:</i></p> <p><i>"The re-provision of Silverdale Tenants Hall that is currently proposed for demolition is required and should be funded through HS2"</i></p> <p><i>"Mitigating the loss of Silverdale tenants' hall through HS2 working with Camden Council to re-provide it in an appropriate location. This intention is identified in the HS2 Environmental Statement for the HS2 Hybrid Bill and Camden Council will seek to ensure provision is appropriate."</i></p>	In response to representor 13 (HS2 Ltd) comment 7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground
45	3.2	<i>"There is the potential that some residential sites and buildings surrounding Euston Station and tracks may be rendered unviable or become vacant due to the disruption caused by HS2 and associated construction works. If this is the case, planning permission will be given to the provision of appropriate alternative temporary 'meanwhile' uses during the construction process. The construction and eventual operation of HS2 from Euston Station will create a different context for the surrounding area which may result in increased pressure for different types of uses in some places. Whilst it will be important to retain the 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</i>	In response to representor 13 (HS2 Ltd) comment 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>circumstances, where evidenced and justified, if this is the case planning permission will be given to appropriate flexibility will be applied where appropriate where considering applications for meanwhile uses particularly during the construction process 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>					
46	3.3	<p>Amend the fifth bullet point under Strategic Principle EAP2 (B) as follows:</p> <ul style="list-style-type: none"> • <u>Ensuring that development is of the highest architectural quality and designed to be accessible to all.</u> 	Minor amendment to reflect importance of accessibility as a consideration in design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion
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), <u>however, there may be impacts on local heritage assets which would need to be addressed (please see Appendix 3 of the EAP Background Report for further detail).</u></i></p> <p><i>In the Background Assessment area there are potential locations for tall buildings (up to 60 metres) in the shadow of St Paul's Cathedral. However, a full justification and demonstration of</i></p>	In response to representor 8 (English Heritage) comment 3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Statement of Common Ground with English Heritage, and associated English Heritage statements

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<p><i>impacts in terms of the requirements of the LVMF and local views would need to accompany proposals for tall buildings in these locations. <u>A building would need to be less than 60m tall to not be visible in a local view and to not affect the setting of nationally important heritage assets including Regent's Park and Chester Terrace.</u></i></p> <p><i>The heights shown in figure 3.4 are measured from an average ground level 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 taller than the general heights indicated in figure 3.4 Any proposals should be thoroughly tested against the LVMF. An impact assessment 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. Where buildings currently detract from existing protected views, the consideration of the potential for redevelopment to contribute to the enhancement of these views will be encouraged. Tall buildings should be designed to have a minimum impact on neighbouring properties and have a clearly defined relationship with the streets, buildings and uses around it."</i></p>					
60	3.5	<p>Amend first bullet point under Strategic Principle EAP 4 part C as follows:</p> <p><i>"Contribute to health and wellbeing and provide</i></p>	Minor amendment to acknowledge role of open space in relation to health and well being	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>amenity value for residents, visitors and workers"</i>					
62	3.5	Amend second title to read: Water Flood risk, water and wastewater infrastructure	In response to representor 15 (Thames Water) comment 2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
62	3.5	Amend the first paragraph under ' Water Flood risk, water and wastewater infrastructure ' on p62 to read: " <u>Camden's Flood Risk Management Strategy (2013) identified that there is some surface water flood risk in the area around Euston Station, therefore surface water management should be a design consideration in new development. Camden and the GLA will seek to ensure that surface water flooding risk is reduced in the Euston Area through on-site measures and wider provision across the area. Camden's requirements in relation to sustainable drainage systems (SuDS) is set out in policy DP23 (Water) of the Camden Development Policies. Regard will also be given to the recommendations in Camden's Flood Risk Management Strategy and any future national or local SuDS standards in assessing future development proposals. By the time any major planning application takes place in the Euston area, Camden is also likely to be a SuDS approval body with responsibility for ensuring that drainage meets national standards.</u> "	In response to representor 9 (Environment Agency) comment 1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
63	3.5	Amend last paragraph under '1. Re-provision of open space and biodiversity...' as follows: During <u>To help mitigate the temporary loss of open space associated with the construction of HS2, support will be given to the positive use of any appropriate vacant spaces for appropriate active temporary open space uses, such as food</u>	Minor amendments to clarify approach to supporting temporary open space provision to mitigate HS2 construction impacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>growing/ allotments, play space and temporary public open space'.</i>					
64	3.5	Amend text under 'Euston Station Ultra Low Emission Zone' as follows: "... By 2020 all buses in central London will be hybrid, with zero emission <u>capable</u> taxis, low emission options..."	Minor amendment to reflect planned ULEZ measures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion
70	Figure 4.1	Amend key to Figure 4.1 as follows: <u>"Area for</u> € commercial led mixed-use development" <u>"Area for</u> R residential led mixed-use development"	In response to representor 2 (Railway Heritage trust) comment 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wording intended to clarify that the areas shown are indicative development zones only
76	4.1	Amend the second sentence under 'New open spaces and amenity' as follows: "However, transport infrastructure constraints mean that it may be challenging to re-provide the open space lost at St James's Gardens <u>and Hampstead Road Open Space</u> or to meet all additional public open space demands on-site".	Amendment to acknowledge loss of Hampstead Road open space, as well as St James's Gardens	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion
80	4.2	Amend third bullet point under 'context' to read: "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> ".	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wording intended to provide requested references to these heritage assets.

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
80	4.2	Amend fourth bullet point under 'context' to read: <i>"Euston Square Gardens is an underused protected London Square fronting onto Euston Road and provides the setting to the Euston Station complex. <u>While it accommodates significant levels of pedestrian movement, it is underused as a potential amenity space.</u>"</i>	Minor amendment to note that Euston Square Gardens is well used by pedestrians, but is underused as an amenity space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion
82	4.2	Amend the text under 'Enhancing heritage assets to read: <i>"Improve the setting of, and views to, heritage assets, including the Church of St Pancras (Grade I Listed), Euston Fire Station (Grade II* Listed), <u>1-9 Melton Street (Grade II* Listed), 14-15 Melton Street, Friends House (173-177 Euston Road, Grade II Listed), and listed features within Euston Square Gardens.</u>"</i> <i>As the Wellcome Building is not listed and slightly away from the station site, and the Leslie Green station is also not listed and within the current anticipated HS2 footprint, it is considered that these should not be specifically mentioned, although they would still qualify as 'heritage assets' as mentioned in the text.</i>	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wording intended to provide requested references to these heritage assets.
84	4.2	Amend first paragraph under 'reinstating and improving Euston Square Gardens' as follows: <i>"Euston Square Gardens could be improved to provide an enhanced entrance to Euston Station, and reinforce its role as an important green space and its status as a historic London Square. <u>This should include reference to the original plan and layout of the Gardens.</u> The gardens should be retained and improved, however if HS2 requires their use to enable construction of the HS2 project they should be fully reinstated following completion..."</i>	In response to representor 12 (Bloomsbury Conservation Area Advisory Committee) comment 7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wording intended to provide requested references to original plan of Gardens.

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
86	4.3	<p>Add the following bullet point under Context, immediately underneath existing bullet point 3:</p> <ul style="list-style-type: none"> "Heritage assets surround the northern part of the cutting, including Grade II* listed villas along Park Village East, Grade II listed terraces along Mornington Street, and the Grade II listed Parkway Tunnel and Cutting, which includes a short section of listed retaining wall to the very north of the cutting." 	Minor amendment to note the existence of heritage assets around the North Euston Cutting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion
96	4.4	<p>"Public realm improvements will be sought for the area including Drummond Street, Euston Street and Stephenson Way. In association with this, Drummond Street/ Euston Street <u>will be designed as a pedestrian and cycle friendly place with a high quality public realm and appropriate traffic management measures to make it a successful and vibrant place</u> will be given pedestrian priority with through traffic restricted."</p>	In response to representations from Representor 14 (DSTA) comment 1 and representor 22 (Amphill TRA) comment 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Wording intended to address concerns regarding Drummond Street access
97	4.4	<p>Amend 5th bullet point under 'viability, delivery partners and mechanisms...' as follows:</p> <p>"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 HS2 so far as required as a result of the works to the railway scheme, topped up by Camden where appropriate /HS2. 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 the end of the plan period following HS2 construction."</p>	In response to representor 13 (HS2 Ltd) comment 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
99	4.5	<p>Amend text in first paragraph under 'Priority for replacement homes' as follows:</p> <p><i>"Potentially 191 homes would be demolished on Regent's Park Estate (required to widen the railway cutting) and a further 153 are immediately adjacent to the construction zone. Further work is needed by HS2 and Camden to consider the implications of construction on these blocks. The HS2 Hybrid Bill process will determine the impact and appropriate mitigation for these adjacent blocks if it is demonstrated that they are affected. If these blocks are redeveloped..."</i></p>	In response to representor 13 (HS2 Ltd) comment 8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP HS2 Statement of Common Ground
106	4.6	<p>Amend text under 'Enhancements to open spaces' as follows:</p> <p><i>"HS2 Ltd, along with new developments in the area should contribute towards improvements to existing open spaces in the area at Ampthill Square and Harrington Square</i></p>	Amendment to reflect potential for mitigation funds from HS2 to contribute towards public realm improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion to be discussed. Clarification required from HS2 Ltd regarding potential associated impacts
107	4.6	<p>Amend bullet point 4 under 'Delivery partners and mechanisms...' as follows:</p> <p><i>'Improved open spaces: <u>Ampthill 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 open space at Harrington Square is likely to be led by TfL and Camden Council with potential funding sources from developers and wider S106</u></i></p>	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Internal suggestion to be discussed. Clarification required from HS2 Ltd regarding potential associated impacts

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
		<i>contributions from development here.</i>					
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with HS2, see EAP and HS2 Statement of Common Ground

EAP Background Report: proposed changes

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representation fully met	Representation only partly met	Representation not met at all	
	Background Report Appendix 3: Introduction	<p>It is proposed to amend the introduction to reflect these comments with additional text highlighting policy requirements. Additional text has also been proposed in the introduction to highlight the historic sensitivity of the Euston area in order to provide a balanced context, as requested in subsequent discussions with English Heritage.</p> <p>In subsequent discussions English Heritage also requested that the introduction defines what is considered to be a tall building for the purposes of the assessment. A definition has therefore been provided at the start of the introduction.</p> <p>Please see proposed changes to Appendix 3 Background Report.</p>	In response to representor 8 (English Heritage) comment 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with English Heritage (EH)

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representatio n fully met	Representation only partly met	Representation not met at all	
	Background Report Appendix 3: figure 2	Text proposed underneath Figure 2 to clarify that building heights shown are measured from an average ground level using a general storey height of three metres. Please see proposed changes to Appendix 3 Background Report.	Following subsequent discussions with English Heritage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with EH
	Background Report Appendix 3: Methodology	It is proposed to amend the methodology to briefly explain why a height of up to 60 metres is considered for assessment. Please see proposed changes to Appendix 3 Background Report.	In response to representor 8 (English Heritage) comment 6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with EH
	Background Report Appendix 3 Part B (methodology)	It is proposed to amend the methodology section part of B (local views) to highlight that the images and accompanying photographs provided are indicative only, and any planning applications proposing taller buildings would be required to provide Accurate Visual Representations (AVRs) to establish in detail the potential impacts: Please see proposed changes to Appendix 3 Background Report.	Following subsequent discussions with English Heritage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	See also Statement of Common Ground with English Heritage
	Background Report Appendix 3 Part B (methodology)	New text to be inserted to state that while the assessment refers to the role of existing foliage in screening views of taller buildings from some viewpoints, consideration should be given to seasonal change as impacts could change during the winter months	In response to comments from the City of Westminster	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Westminster have indicated that they are satisfied with this response.
	Background Report Appendix 3: Introduction / Part B	Additional text has been proposed in the Introduction to Appendix 3, and the Methodology of part B highlighting that applicants would also be expected to undertake an assessment of the impact of tall buildings on the setting of affected	Following subsequent discussions with English Heritage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with EH

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representatio n fully met	Representation only partly met	Representation not met at all	
		heritage assets. Please see proposed changes to Appendix 3 Background Report.					
	Background Report Appendix 3: Part A	It is proposed to add text at the beginning of Part A to briefly set out how the building heights in Figure 2 were established. A key will be added to better explain the viewing corridors shown in the extracted images from the LVMF. Changing the scale of the model to match photographic views is not considered appropriate as it becomes hard to view the impacts - therefore it is not proposed to do this. However where images are differing scales this will be clearly stated. Further text will also be added to explain that more detailed testing of the impact of any proposals on the LVMF will be required as part of any planning applications proposing taller buildings in line with the LVMF methodology. Please see proposed changes to Appendix 3 Background Report.	In response to representor 8 (English Heritage) comment 7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with EH
	Background Report Appendix 3: Part B (introductory paragraph)	An additional sentence is proposed at the end of the introductory paragraph to Part B highlighting that local views can have wider importance as a result of significant buildings within the view.* Please see proposed changes to Appendix 3 Background Report. *and impacts on how a historic designed landscape is experienced.	Following subsequent discussions with English Heritage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Partially agreed: See statement of common ground with English Heritage and associated English Heritage comments.
	Background Report Appendix 3:	Additional text is proposed to be added to the methodolgy section at the start of Part B to explain the rationale for the local	In response to representor 8 (English	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Agreed with EH

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representatio n fully met	Representation only partly met	Representation not met at all	
	Part B (methodology)	views selected and also to highlight that these views do not represent a finite list of views which may need to be tested when considering any planning applications in the future. Listed buildings and conservation areas will be overlaid onto the plan for ease of reference as suggested. Please see proposed changes to Appendix 3 Background Report.	Heritage) comment 10				
	Background Report Appendix 3: Part B (Key findings)	A number of amendments are proposed for the 'Key findings' section of Part B to identify areas where there may be potential for harm and avoiding judgement regarding likely impacts in advance of a planning application. Please see proposed changes to Appendix 3 Background Report.	In response to representor 8 (English Heritage) comment 9 and subsequent discussions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Statement of Common Ground with English Heritage
	Background Report Appendix 3 (local views analysis)	It is proposed to identify key heritage assets in views and summarise their significance and setting issues, and the potential impacts of development on any views. Commentary is proposed as suggested along with photographs of the heritage assets identified as impacted on in the views. Alongside this, following a request from English Heritage during subsequent discussions, the local view images have been refreshed from the versions provided in the proposed submission version of the Background Report. Additional text is also proposed to highlight that the views selected are not	In response to representor 8 (English Heritage) comment 10 and subsequent discussions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Statement of Common Ground with English Heritage

Page	Policy/ Section	Proposed Modifications	Reason for change	Status			Notes
				Representatio n fully met	Representation only partly met	Representation not met at all	
		<p>an exhaustive selection and that other views may need to be tested for impact depending on the type of development proposed. Applicants should discuss the extent of views testing and information required with Camden, GLA and English Heritage on a site by site basis and should follow guidance set out in the wider planning policy framework.</p> <p>Please see proposed changes to Appendix 3 Background Report.</p>					

Additional modifications agreed on at EAP hearing Tuesday 1st July – Wednesday 2nd July 2014

Page	Policy/ Section	Proposed Modifications	Reason for change	Notes
		Show existing railway lines on some plans e.g. on p101 to help legibility of plans		
	Introduction	Add text to provide an update re HS2 latest context including need for additional provisions in HS2 Bill to enable level deck option		
4	Objective 2	Amend to refer to “new station <u>and</u> of development” and to refer to need for station and development to be integrated.		
4	Objective 5	Amend to refer to boosting “the local <u>and wider London</u> economy”, and to refer to Med City aspirations		
4	Objective 9	Replace “encourage” with “provide” to reflect need for improvements to public transport		
4	Objectives	Add a new Objective 11 that consolidates EAP aims for Euston Station and reflects its central role in the area and potential wider importance Text to reflect the role of the Euston Station site as the key site for the future of the area, a nationally important transport hub and potentially major contributor to the local, London and national economy. Also to refer to role of Med City aspirations as potential key part of future identity of the area.		
15,22		Update maps – boundary needs amending to south of Euston Road		
23	Section 2.4	Heritage: expand heritage text to refer to key assets, especially St Pancras Church, Gardens etc. Provide cross reference to the Euston Historic Area Assessment		
34	Section 3.2	Strategic Principle EAP1 (section A) amend to highlight Euston Station/ over site development as the key economic opportunity for the area		
34	Section 3.2	Strategic Principle EAP1: (section C) add additional text to firm up Med City element of future development and firm up the 30% target for		

Page	Policy/ Section	Proposed Modifications	Reason for change	Notes
		knowledge uses in the principle text.		
49	Section 3.2	Amend text on p49 to provide clarification that heights are based on ordnance survey (AOD) existing ground levels, and provide information on heights in metres		
49	Section 3.3	Building heights, massing and scale: add EH wording alternative version 2 (and in the Key findings and view 24 sections Background Report Appendix 3 Part B): <i>"A building would need to be less than 60m tall to not be visible in a protected local view and to not affect the setting of nationally important heritage assets including Regent's Park and Chester Terrace"</i>		
52	Section 3.4	Add an additional point under Strategic Principle EAP3A: promoting/ providing new east-west links across the station		
54/ 55	Section 3.4	Sharpen text and add cross references to measures shown in figure 3.5 including East – west links More detail regarding sort of pedestrian crossings envisaged North-south link from Gordon Street 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 Potential cycle parking zones Reference London cycling Grid in text (acknowledge that it is in draft)		
53	Section 3.4	Update Figure 3.5 to reflect examination discussions		
58	Section 3.4	Provide more detail on requirements and aspirations for well designed bus facilities text to provide more clearer guidance for the provision of new bus facilities (including prioritising pedestrian movement, high quality public realm and also type of facilities/services needed) At the end of the 3 rd paragraph on p58, add a sentence stating the a linear bus street option should ensure provision of pedestrian crossings is on key pedestrian desire lines and create a safe and		

Page	Policy/Section	Proposed Modifications	Reason for change	Notes
		attractive pedestrian "street"		
58	Section 3.4	Managing taxis – add line stating that from 2018 all new taxis will be zero emission capable		
60	Section 3.5	Strategic Principle EAP4 - delete the 's' of heading so that it reads "Strategic Principle EAP 4: Environment and open space"		
60	Section 3.5	Amend Strategic Principle EAP4C to highlight retention and planting of new trees		
60	Section 3.5	Amend Strategic Principle EAP4D to be stronger regarding future delivery of ULEZ (with appropriate caveat in supporting text page 64 as needed), with corresponding changes elsewhere in the document as appropriate		
62	Section 3.5	In the last paragraph under 'Decentralised energy network' add text so that it reads: "... does not create any local environmental issues, <i>in particular in relation to air quality</i> "		
69	Section 4.1	Development Principle EAP 1: Add reference to requirement for excellent transport interchange/ infrastructure/public realm etc. in Development Principle EAP1 text. Supporting text: add cross references to measures set out in Strategic Principle EAP3 and public transport measures set out on Section 3.4/ p56		
73	Section 4.1	Provide clarification regarding what the EAP means by 'world class' station at page 73 and development including <ul style="list-style-type: none"> • Adding cross reference to relevant text on p51 regarding world class design • Creating an new piece of city • Integration of station and development above, and integration of both with surrounding area • Transport interchange and facilities as set out in Section 3.4 		
74	Section 4.1	Amend Euston Arch text to reflect recent Secretary of Statement in March 2014		
76	Section 4.1	Amend wording at bottom paragraph under 'New open spaces and amenity space' re viability and North Euston Cutting open space		
80	Section 4.2	Add intention to reinstate Stephenson Statue in original location in Euston Square Gardens		

Page	Policy/Section	Proposed Modifications	Reason for change	Notes
86-91 (etc)	Section 4.3 (and elsewhere)	The 'North Euston Cutting' is to be renamed the "Camden Cutting". All references to be changed accordingly throughout document.		
86	Section 4.3	Context Bullet 3 – remove ambiguity in relation to undesignated heritage assets		
86	Section 4.3	Context: add new text highlighting quiet residential nature of the surrounding area		
86	Section 4.3	Amend Development Principle EAP3 text, last sentence to read "and seek to preserve <u>and enhance</u> the setting of heritage assets"		
89	Section 4.3	Building heights, massing and scale: add clarity regarding building levels – from existing ground/street levels, plus average storey heights (metres high) – to provide a definable baseline against which proposals can be assessed		
89		Add text noting that where it is not possible to provide a deck over the cutting, people passing through the area should be able to view the railway cutting underneath		
89	Section 4.3	Amend second bullet on right hand side (last sentence) to read "remaining sections of the cutting <u>and parapet</u> walls should be retained..." if possible (HS2 to confirm)		
95	Section 4.4	Fig 4.5 (option 3): correct map - one 'Cobourg street' needs to be relabelled as Cardington Street		
90/100	Section 4.3 4.5	Transport and public realm – clarify that Park Village East route will be local access only		
101	Section 4.5	Figure 4.6 – correction – William <u>Road</u> (not William Street)		
101 and 105	Section 4.5 / 4.6 (and throughout)	Plans - change alignment of Granby Terrace bridge as to be amended by HS2 (further north)		
103	Section 4.5	Add commentary regarding delivery of open space strategy alongside replacement housing (refer to elements of architects' brief where appropriate)		
105 and 109	Section 4.6/ 4.7	Amend key for figures 4.7 and 4.8 to read " <u>Existing</u> paths through residential area(s)"		
105	Section 4.6	Check Figure 4.7 – diagrammatic representations of existing links – more accurately represent what is there already and public right of way		

Page	Policy/Section	Proposed Modifications	Reason for change	Notes
		Also need to confirm re phasing of proposed new housing		
107	Section 4.6	Amend past line under 'Phasing' to refer to enhancing <u>access to and the setting of</u> Harrington Square		
108 / 110	Section 4.7	Page 108: Mention Chalton Street within Development Principle EAP7 Page 110, last sentence under 'new and improved retail': Add additional text noting that Camden and the community have aspirations to improve the market		
(116)	Section 5	Add delivery table to set out delivery details for key items including: <ul style="list-style-type: none"> • Broad indicative phasing and delivery programme (trajectory) for known housing re-provision sites (to include 5 further additional sites identified and consulted upon by Camden Council) as well as additional housing, to see how housing could be delivered over the plan period. • social infrastructure • CIL projects • public transport infrastructure/ transport measures set out e.g. in Figure 3.5 (including Crossrail 2) • public realm, walking and cycling • Environment and open space • ULEZ • Euston Station and development sites • Mitigation/ medium term of HS2 in short term • Cutting infrastructure – school, other facilities • Drummond Street public realm improvements and any other measures to benefit the area in the short and long term • Drummond Street phasing info on p97 • Regent's Park open space strategy (reflecting parameters of the brief) • Clarity re Ampthill blocks phasing • West Somers Town measures 		
117	Section 5.2	Set out further details regarding the EAP Management and Strategic Boards as the key delivery bodies and democratic drivers for the plan		

Page	Policy/ Section	Proposed Modifications	Reason for change	Notes