Schedule of Proposed Additional Modifications to the Euston Area Plan Update Proposed Submission Draft

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM01	Introduction	Pg. 2, paragraphs 2 & 3	Propose the following modification to Introduction – Pg. 2, paragraphs 2 and 3: In planning for the future, Camden Council working with TfL and the Greater London Authority (GLA) produced and adopted the Euston Area Plan (EAP), a long-term strategic planning framework to guide transformational change in the area up until ~~2051~~ **2031**. Once adopted**, this update** ~~it~~ will **replace** ~~provide an update to~~ the Euston Area Plan (2015) and the relevant site allocation policies in the Camden Site Allocations Plan (2013). A policy replacement schedule is set out in Appendix 1.	For clarity
AM02	Introduction	Pg. 2, final paragraph	Propose the following modification to Introduction – Pg. 2 final paragraph: In October 2024 it was confirmed that HS2 would come to Euston, and work was restarted on the EAP Update. The result of both consultations have informed the proposed submission draft of the EAP" Remove "both" and add in "The result of t**he Regulation 18 consultation in 2023, supplementary consultation in 2024 and Regulation 19 consultatio**n **in 2026** have informed the proposed submission draft of the EAP."	Update to reflect current position

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM03	Introduction	Pg. 5 & 21	Propose the following modification to Pg.5 as repeated on Pg. 21: ~~The government's 10 Year Infrastructure Strategy outlines plans to establish a Euston Delivery Company to lead private investment and development at Euston Station…~~	Repetition
AM04	Introduction	1.5 Material weight of the document, Pg. 12 paragraph 4	Propose the following modification to the Introduction, 1.5 Material weight of the document, Pg. 12 paragraph 4: text '… Camden Council ~~will be~~ **is** the determining authority …' delete 'will be'.5. Change text	For clarity
AM05	Introduction	Pg. 26 - Figure 2.2 Key issues identified in 2015 EAP	Propose the following modification to wording in key of Figure 2.2, Pg. 26: Poor public realm at front of station ~~and intrusive bus infrastructure~~" **Poor public realm at front of station, with bus station making it difficult for people to easily navigate the space**.	For clarity and to address comments by TfL (Responder ID: R27)
AM06	Context	Transport and Public Realm Pg. 33	Propose the following modification to Context, Transport and Public Realm, Pg. 33: replace "percent" with "**%**"	For clarity and consistency
AM07	Illustrative masterplans	Figures: 3.1 (Pg. 42), 3.3 (Pg. 69) 3.4 (Pg. 76), 3.5	Propose the following modification to figures 3.1, 3.2, 3.4, 3.5 and 3.11:	Correction

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
		(Pg. 82), 3.11 (Pg. 93)	Revise figures 3.1 (Pg. 42), 3.3 (Pg. 69) 3.4 (Pg. 76), 3.5 (Pg. 82), 3.11 (Pg. 93) to include correct logos for Eurostar and High Speed 1	
AM08	Illustrative masterplans	Throughout document	Propose the following modification to illustrative masterplans throughout Plan: Where routes are shown above the station, add wording to show that these are likely to be delivered in the long-term and are aspirational.	For clarity - to address TfL comments (Responder ID: R27)
AM09	Strategic Principle EAP 1	Part E: Social Infrastructure, Pg. 45	Propose the following modification to Strategic Principle EAP 1, Part E: Social Infrastructure, Pg. 45: E: Social infrastructure • Education, health, **provision for sport and physical activity** and other social and community infrastructure should be provided to support new development, reflecting local priorities and need in accordance with Local Plan policies. This should include opportunities for culture which provides opportunities that are rich, interactive, accessible and attractive to the whole community, complementing and building on the existing cultural heritage of the area.	For clarity following comments from Sport England (Responder ID: R52), highlighting that provision for sport and physical activity could be considered as community infrastructure
AM10	Strategic Principle EAP 1	Pg. 60, section 2	Propose the following modification to supporting text of Strategic Principle EAP 1, Provision of new and replacement facilities to meet needs generated by development, Pg. 60, section 2:	For clarity following comments from Sports England (Responder ID: R52), highlighting that provision for sport

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			Development will be expected to make appropriate contributions towards the improvement, maintenance and (where appropriate) expansion of existing community **and sporting** facilities and services in order to address additional needs reflecting London Plan and Camden planning policies.	and physical activity could be considered as community infrastructure
AM11	Strategic Principle EAP1	Pg. 66	Propose the following modification to supporting text of Strategic Principle EAP 1 Pg. 66: A site-wide approach to community safety, security and maintenance of the ~~•~~ ~~P~~**p**ublic realm which should be managed in line with the Mayor's Public London Charter.	To correct typographical error
AM12	Strategic Principle EAP2 Design	Part D, Pg. 68	Propose the following modification to Strategic Principle EAP2 Design, Part D, Pg. 68 **D:** Tall buildings at Euston should be designed in accordance with London Plan and Local Plan polices. This includes that they must be of both exceptional architectural quality and exemplary in terms of sustainable and low-carbon design in order to minimise their visual and environmental **and heritage** impact**s**, demonstrating this through independent design review.	To respond to comments from Historic England (Responder ID: R31), included for completeness, heritage impacts referenced elsewhere in the policy
AM13	Strategic Principle E AP 2: Design	Design Codes Pg. 78	Propose the following modification to supporting text of Strategic Principle EAP 2: Design Codes on Pg. 78: The process of developing the Design Codes should be led by the developer in conjunction with the Council and	To provide clarity

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			stakeholders. It should be based on effective engagement with local communities ~~about its content~~ to provide greater certainty for the local community about the design of the development and to ensure meaningful engagement throughout the design and planning process.	
AM14	Strategic Principle E AP 3: Transport	B, bullet 3, Pg. 80	Propose the following modification to the Strategic Principle EAP3: Transport, Part B, bullet 3, Pg. 80: Upgrading Euston Road, Hampstead Road and Eversholt Street. **Subject to modelling impacts on the TLRN/ road network being assessed**, this includes creating safer pedestrian routes, more accessible bus connections and improved cycle connectivity, with consideration for physical segregation where possible. **There may also be** measures to reduce through traffic on Eversholt Street. Most of these changes will be delivered through the joint TfL and Camden Euston Healthy Streets project.	To provide clarity and respond to comments from TfL (Responder ID: R27)
AM15	Strategic Principle E AP 3: Transport	Delivering Camden and London's Transport Policy, Vision and Objectives Pg. 83	Propose the following modification to supporting text of Strategic Principle EAP 3: Transport, Delivering Camden and London's Transport Policy, Vision and Objectives Pg. 83, final paragraph: All new highways proposals should have regard to the above policy ~~Euston has a poor road safety record with high rates of collisions resulting in people being killed or seriously injured.~~ **and aim to deliver safer streets for all road users. There have been several collisions in the Euston area resulting in people being killed or seriously injured. New measures should have regard**	To provide clarity and respond to comments from TfL (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			to actions previously set out in Camden's Road Safety Action Plan in particular and reach the goal of zero deaths and serious injuries by 2041, as outlined in the Mayor's Transport Strategy.	
AM16	Strategic Principle EAP 3: Transport	Cycle routes and facilities, Pg. 87	Propose the following modification to supporting text of Strategic Principle EAP 3: Transport, Cycle routes and facilities, Pg. 87: Change order of walking and cycling in following sentence to reflect road user hierarchy: Upgrading Euston Road, Hampstead Road and Eversholt Street (through the Euston Healthy Streets scheme), to better support walking **and** cycling alongside ~~and~~ buses, improving road safety and reducing the dominance of general traffic.	To provide clarity and respond to comments from TfL (Responder ID: R27)
AM17	Strategic Principle EAP 3: Transport	Cycle Parking & Shared Mobility, Pg. 90, paragaph1	Propose the following modification to supporting text of Strategic Principle EAP 3, Cycle Parking & Shared Mobility, Pg. 90, paragaph1: Shared facilities, such as Santander bikes, and dockless e-scooters and **hire** bikes could be integrated alongside shared cargo bikes and car clubs to create mobility hubs which would build on the existing network of mobility hubs in the Euston Area. **They should be installed in locations with sufficient width and adjacent to pedestrian desire lines, to minimise any impacts on pedestrian comfort, amenity, and safety.**	To provide clarity and respond to comments from TfL (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM18	Strategic Principle EAP 3: Transport	Fig 3.11, Pg. 93	Propose the following modification to Fig 3.11, Pg. 93 **new London Underground entrances** to be added to key	To provide clarity and respond to comments from TfL (Responder ID: R27)
AM19	Strategic Principle E AP 3: Transport	Bus facilities, Pg. 94, bullet 1	Propose the following modification to supporting text of Strategic Principle EAP 3, Bus facilities, Pg. 94, bullet 1 Providing sufficient ~~stop and stand space to accommodate an agreed level of~~ **space to meet TfL's passenger and** bus operational requirements, including driver welfare facilities. Any bus standing facilities will need to be demonstrated as being operationally essential (given the existing space constraints on the delivery of this major multi-modal transport hub), and locations within the station site should be prioritised. It is acknowledged that some bus stops may need to be located on the **highway** ~~Euston Road~~.	To provide clarity and respond to comments from TfL (Responder ID: R27)
AM20	References to Healthy Streets project	Throughout document	Propose the following modification throughout document: Update references to Euston Healthy Streets projects to '**Healthy Streets in Euston**'	To provide clarity and respond to comments from TfL (Responder ID: R27)
AM21	Strategic Principle EAP 5 Environment	Air Quality, Pg. 103	Propose the following modification to the supporting text of Strategic Principle EAP 5 Environment, Air Quality, Pg. 103 new penultimate paragraph: **The 2023 ULEZ expansion has reduced the number of polluting vehicles and subsequently the levels of**	To provide context and respond to comments from TfL (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			harmful air pollution that Londoners are exposed to. This is complemented by Camden's Safe and Healthy Streets schemes that aim to reduce carbon emissions from vehicles and improve air quality in Camden.	
AM22	Development Principle EAP 1: Euston Station and tracks	Pg. 118 Figure 4.1	Propose the following modification to Figure 4.1, Pg. 118: Add hatching to development along Cobourg St to show likely area that could be subject to futureproofing to allow for future expansion of the station.	To provide clarification in diagrams reflecting wording in the Plan
AM23	Development Principle EAP 1: Euston Station and tracks	Functionality Pg. 125	Propose the following modification to supporting text of Development Principle EAP 1: Euston Station and tracks, Functionality, Pg. 125: …Interchange with buses and taxis needs to be clear and obvious ~~although not necessarily confined to a single location.~~	To provide clarity following comments from TfL (Responder ID: R27)
AM24	Development Principle EAP 1: Euston Station and tracks	Bus facilities, Pg. 132, bullet 5	Propose the following modification to supporting text of Development Principle EAP 1: Euston Station and tracks, Bus facilities, Pg. 132, bullet 5: Designing for cycle safety and movement ~~so that~~ **in** any bus movements into and out of a bus facility (including bus stops and stands on the public highway) ~~do not impede cycle movement~~	To provide clarification and respond to comments from TfL (Responder ID: R27)
AM25	Development Principle EAP 1: Euston	Viability and Funding Pg. 137	Propose the following modification to supporting text of Development Principle EAP 1: Euston Station and tracks, Viability and Funding, Pg. 137:	Correction omission of footnote

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
	Station and tracks		And the Government's recently published Science and Technology Framework recognises this area's clusters as containing a portfolio of critical technologies that will be essential to the UK's future prosperity.[2] **Footnote 2** **2. Euston Area Regeneration Economic Impact Assessment A report from Metro Dynamics to the London Borough of Camden, February 2024**	
AM26	Development Principle EAP 2: Euston Road	Context, Pg. 145	Propose the following modification to the Context section of Development Principle EAP 2: Euston Road EAP2, Pg. 145: It is a busy east-west transport route for pedestrians and vehicles (part of the TLRN, ~~and~~ forms the boundary of the congestion charge zone **and functions as a strategic freight corridor**) and connects the King's Cross area (to the east), residential communities to the north, Bloomsbury (to the south), Regent's Park (to the west) and Fitzrovia and the West End (to the south west).	To provide context and respond to comments from TfL (Responder ID: R27)
AM27	Development Principle EAP 2: Euston Road	Sustainable future of Euston Road, Pg.150	Propose the following modification to the supporting text of Development Principle EAP 2: Euston Road, Sustainable future of Euston Road, Pg. 150: Camden will work with TfL **and other delivery partners** to prioritise sustainable modes over private motor vehicles on Euston Road as part of the Healthy Streets **at Euston** . Where appropriate, road space will be	To provide clarification and respond to comments from TfL (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			reallocated to provide additional facilities for pedestrians, cyclists and public transport users. **It will be important to consider all modes holistically.**	
AM28	Development Principle EAP 2: Euston Road Site Allocation EA3: The Place and Premier Inn	Address, Pg. 154	Propose the following modification to Site allocation EA3, Pg. 154: Add **"16 and"** to address so reads **16 and** 20 Flaxman Terrace, WC1H	Factual update – to reflect redline boundary For consistency
AM29	Development Principle EAP3: Camden Cutting	Design Code, Pg. 169	Propose the following modification to supporting text of Development Principle EAP3: Camden Cutting, Design codes, Pg. 169: To support the masterplan for ~~transport related development~~ **the Euston station area Masterplan**, a design code for development above and around the Cutting~~s~~ should be developed	For consistency and o correct typographical error
AM30	Development Principle EAP3: Camden Cutting	New east - west links, Pg.169	Propose the following modification to supporting text of Development Principle EAP3: Camden Cutting, New east -west links, Pg.169: Park Village East should be extended to meet Hampstead Road, ~~but~~ as a pedestrian, wheeling and cycle route only for the extended section.	For clarity and respond to comments from a member of the local community (Responder ID: R28)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM31	Development Principle EAP3: Camden Cutting	New open spaces and amenity space: Pg. 171 Paragraph 3	Propose the following modification to supporting text of Development Principle EAP3: Camden Cutting, New open spaces and amenity space, penultimate paragraph Pg. 171: **The railway cutting is enclosed by locally listed retaining wall parapets which should be retained where possible.** ~~Where it is not possible to deck over the cutting,~~ **Where new enclosing walls are required, they should be designed** ~~the railway cutting should be able to be viewed from street level, through appropriately designed walls~~ **where compatible with railway safety and operations requirements to allow views of the railway cutting from the street**.	For clarity and ease of reading- - to address comments by Regent's Park Conservation Advisory Committee (Responder ID: R46)
AM32	Development Principle EAP3: Camden Cutting	Viability and funding**,** Pg. 172 Paragraph 7	Propose the following modification to supporting text of Development Principle EAP3: Camden Cutting, Viability and funding, Pg. 172, Paragraph 7: Additional funding ~~may~~ would be required …	To correct typographical error
AM33	Development Principle EAP3: Camden Cutting	Pg. 175, bullet 7	Propose the following modification to Camden Cutting, Site allocation EA6: Cutting at Park Village East, Potential Location of tall buildings, Pg. 175, bullet 7: And relevant local views, **including views of and from Regent's Park Conservation Area**.	For clarity and to address comments by Regent's Park Conservation Advisory Committee (Responder ID: R46)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
	Site allocation EA6: Cutting at Park Village East			
AM34	Development Principle EAP3: Camden Cutting Site allocation EA6: Cutting at Park Village East	Pg. 175 , bullet 9	Propose the following modification Site allocation EA6: Cutting at Park Village East, Potential Location of tall buildings, Pg. 175, bullet 9: Development must be designed to respond to the site's context including the nearby Regent's Park Conservation Area and the **nearby** ~~setting of~~ listed buildings **and their settings** ~~on the west side of Park Village East.~~	For clarity and ease of reading - to address comments by Regent's Park Conservation Advisory Committee (Responder ID: R46)
AM35	Development Principle EAP3: Camden Cutting	Pg. 180 Bullet 7	Propose the following modification to Site allocation EA6 Park Village East, Development and Design Principles, Pg. 180 Bullet 7: Development must be designed to respect the locally listed Mornington Street Bridge including its Grade II listed stone ~~pillars~~ **piers.**	To correct error - address comments by Regent's Park Conservation Advisory Committee
AM36	Development Principle EAP 4: Drummond Street & Hampstead Road	Pg. 182, paragraph 2	Propose the following modification to Development Principle EAP 4: Drummond Street & Hampstead Road, Pg. 182, paragraph 2: Hampstead Road will be transformed to provide a more pleasant and accessible street environment drawing on	To provide clarity and address comments made by TfL (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			the **Healthy Streets** design principles ~~from the Euston Healthy Streets project.~~	
AM37	Development Principle EAP 4: Drummond Street & Hampstead Road	Figure 4.5, Pg.183	Propose the following modification to Development Principle EAP 4: Drummond Street & Hampstead Road, Figure 4.5, Pg.183: Add **indicative location** for TfL entrance to key	To provide clarity and address comments made by TfL (Responder ID: R27)
AM38	Development Principle EAP 4: Drummond Street & Hampstead Road	Design of new development, Pg. 185	Propose the following modification to supporting text of Development Principle EAP 4: Drummond Street & Hampstead Road, Design of new development, Pg. 185: Former Maria Fidelis school site: Design guidance for ~~these~~ **this** site allocation~~s~~ is provided at the end of Section 4.4.	To correct typographical error
AM39	Development Principle EAP 4: Drummond Street & Hampstead Road	Hampstead Road Public Realm, Pg. 186	Propose the following modification to supporting text of Development Principle EAP 4: Drummond Street & Hampstead Road, Hampstead Road Public Realm, Pg. 186: Hampstead Road is a key cycle route and cycle lanes should be Introduction to link with the wider network of cycle lanes across central London. across central London**, subject to feasibility.**	To provide clarity and address comments made by TfL (Responder ID: R27)
AM40	Development Principle EAP 4: Drummond	Greening of Hampstead Road, Pg. 187	Propose the following modification to supporting text of Development Principle EAP 4: Drummond Street &	To provide clarity and address comments

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
	Street & Hampstead Road		Hampstead Road, Greening of Hampstead Road, Pg. 187: Tree planting will be ~~implemented~~ **considered** where possible on Hampstead Road, in order to provide a more pleasant environment and contribute to the mitigation of air pollution form vehicles using the road.	made by TfL (Responder ID: R27)
AM41	Development Principle EAP 4: Drummond Street & Hampstead Road Site Allocation EA9: Maria Fidelis	Pg. 190 bullet 8 Development and Design Principles,	Propose the following modification to Site Allocation EA9: Maria Fidelis, Development and Design Principles, Pg. 190 bullet 8: ... In particular, a joined up approach with the Euston Sation site (EA1) may help to achieve a better outcome in relation to the ~~re~~provision of public open space **providing opportunities for a larger more meaningful space.** ~~lost in St James Gardens~~.	To provide clarification
AM42	Development Principle EAP6: Ampthill and Mornington Crescent Station	Pg. 214, Active frontages	Propose the following modification to supporting text of Development Principle EAP6: Ampthill and Mornington Crescent Station, Active frontages, Pg. 214: Creating new and ~~or~~ enhancing active ground floor commercial/retail uses particularly in the central section of the estate along the Eversholt Street frontage	To correct typographical error
AM43	5. Delivery, Planning	5.1 Delivery and Viability,	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, section 5.1 Delivery and Viability, Pg. 230, paragraph 3:	To provide clarity and for completeness – to comments made by

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
	Benefits and Monitoring	Pg.. 230, paragraph 3	…Transaction and purchase values are high and the number of permitted and completed schemes is an indicator of viability in this location under a variety of circumstances, **although the circumstances of the Euston Stations Masterplan area are unique.**	Landowner Representatives (Responder ID: R35)
AM44	5. Delivery, Planning Benefits and Monitoring	5.1 Delivery and Viability, Pg. 230, paragraph 4	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, section 5.1 Delivery and Viability, Pg. 230, paragraph 4: Specifically in relation to the Euston station masterplan sites, the viability assessment **indicates a challenging viability position and** notes the difficulty in accurately establishing enabling costs until further design work is carried out and contracts are let. **It recognises that there is the opportunity for viability to change over time** and that there **could be** the opportunity for additional funding streams to come online over the timescales envisaged.	To provide clarity and for completeness – to respond to comments made by Landowner Representatives (Responder ID: R35)
AM45	5. Delivery, Planning Benefits and Monitoring	5.1 Delivery and Viability, Pg. 230, paragraph 5	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, section 5.1 Delivery and Viability, Pg.. 230, paragraph 5: It is expected that viability, and therefore affordable housing delivery, **affordable workspace** and other contributions towards public benefits, will be reviewed at key milestones / as each phase of the Euston Masterplan	To provide clarity and respond to comments made by Landowner Representatives (Responder ID: R35)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			is progressed given the long-term nature and phasing of the scheme over the railway/ stations.	
AM46	5. Delivery, Planning Benefits and Monitoring	5.1 Delivery and Viability, Pg. 230	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, section 5.1 Delivery and Viability, Pg. 230: Move 3rd paragraph on Pg. to top of Pg. (The high-level viability assessment has been completed in line with Government guidance on viability and Plan making, assessing the impact of the policies in the Plan)	To provide clarification and ease of reading
AM47	5. Delivery, Planning Benefits and Monitoring	5.1 Delivery and Viability, Pg. 230, paragraph 6	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, section 5.1 Delivery and Viability, Pg. 230, paragraph 6: Where appropriate, and having regard to London Plan policy, **reviews will be expected as a minimum at early, mid, and late stages in the development process to ensure that public benefits are maximised as a result of any future improvement in viability.** ~~Mechanisms will be secured through a s106 Agreement and should be assessed at the various stages of development (i.e. early, mid and late stages) in order to allow for increases in contributions, to ensure that public benefits are maximised as a result of any future improvement in viability~~.	To provide clarity and respond to comments made by the GLA (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM48	5. Delivery, Planning Benefits and Monitoring	5.5 Phasing, Pg. 233	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, 5.5 Phasing, Pg. 233: The implementation and delivery of Euston Station Masterplan area Development **of development in the Euston area** should be coordinated across all stakeholders and ownerships throughout all stages of development, from pre-application to operation. It will be important to ensure that each phase of development is **contributing to**: • Deliver**ing** ~~red as~~ a socially and environmentally sustainable inclusive mixed-use place with its required supporting infrastructure, contributing to amenity & open space, sustainability, design quality and public benefit requirements set out in the preceding chapters. We will expect a balance of housing (including affordable housing), supporting facilities and jobs to be delivered ~~throughout the phase~~s **across the Euston area and the life of the project**. • constructed efficiently and with as little impact on local amenity as possible, through close working with the landowners to ensure early **release of relevant** plots and to ensure construction compounds are located where they will have least impact on local amenity and freedom of movement, and with other developers in the area to help reduce the cumulative impact of construction.	To provide clarity and for completeness – to respond to comments made by the Landowner Representatives (Responder ID: R35)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
			This Area Plan will run until 2051. For phasing purposes this has been split into the following three **indicative** periods, which are referred to in the delivery strategies for each area in Part 4 and in the delivery plans summary table (Appendix 2)	
AM49	5. Delivery, Planning Benefits and Monitoring	5.6 Flexibility, Pg..235, paragraph 1	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, 5.6 Flexibility, Pg..235, paragraph 1: **Euston is a unique and strategic project, including the delivery of nationally important transport infrastructure. As indicated by the viability assessment, it is challenging and complex to deliver.** Flexibility of implementation, consideration of wider costs associated with delivery of constrained sites, and adapting to economic and market circumstances, will be vital in the delivery of this Plan.	To provide clarity and for completeness – to respond to comments made by the Landowner Representatives (Responder ID: R35)
AM50	5. Delivery, Planning Benefits and Monitoring	Community Infrastructure Levy (CIL), Pg. 237	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, Community Infrastructure Levy (CIL), Pg. 237: CIL is a standard charge placed on development that will be spent on the infrastructure needed to support growth. **The definition of** Infrastructure ~~is currently defined as~~ **includes** roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. In Camden, two levies are collected…	For ease of reading

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM51	5. Delivery, Planning Benefits and Monitoring	Infrastructure Payments, Pg. 237	Propose the following modification to Chapter 5. Delivery, Planning Benefits and Monitoring, Infrastructure Payments, Pg. 237: The Council is aware of the special circumstances which affect development at Euston and is supportive of the major redevelopment proposals. In certain circumstances, ~~it is considered that an Infrastructure Payment could be collected in lieu of collecting CIL. This is only where it allows for strategic infrastructure to be delivered at Euston which is identified in the formally adopted planning framework. Any proposals to accept any payment along these lines will be assessed in accordance with the procedure set out in CIL Regulation 73A.~~**the Council will consider the utilisation of payment in kind and infrastructure agreements in accordance with the CIL Regulations.**	To provide clarity and refer to regulations, responding to comments made by the Landowner Representatives (Responder ID: R35)
AM52	Appendix 2. Delivery Plans	Summary Table: Health/education (Pg. 246, 247, 249, 251)	Propose the following modification to Appendix 2. Delivery Plans Summary Table: Health/education (Pg. 246, 247, 249, 251): Add S106 to Potential funding sources column for health uses	To correct omission and respond to comments made by the NHS (Responder ID: R42)
AM53	Appendix 2. Delivery Plans	Pg. 252 - Row 3	Propose the following modification to Appendix 2. Delivery Plans Summary Table, Pg. 252 - Row 3 New/ improved crossings of Hampstead Road ~~with Euston Healthy Streets.~~Add to notes column: **as part of wider Healthy Streets programme.**	To provide clarity and respond to comments made by TfL (Responder ID: R27)

Ref number	Policy	Paragraph of Figure	Proposed modification	Reason
AM54	Appendix 2. Delivery Plans	Pg. 256, EA12: Surma Centre	Propose the following modification to Appendix 2. Delivery Plans Summary Table, Pg. 256, EA12: Surma Centre, Timescales: ~~S~~ M [short changed to medium]	To make a correction, based on updated timescales
AM55	Appendix 5. Glossary	Pg. 265 Avison Young Land Use (viability) study	Propose the following modification to Appendix 5, Glossary, Pg. 265: ~~**Avison Young Land Use (viability) study:**~~ ~~A study commissioned by the Euston team at Camden to do a review of land use mix and produce a land use mix report. In addition, the study provides a deliverability and viability assessment.~~	To correct an error