# Euston Area Plan Update

# Proposed Submission Draft 2026

# Relationship between Euston Area Plan Update and Camden Local Plan Topic Paper

**October 2026**

# Relationship between Euston Area Plan Update and Camden Local Plan

October 2026

## 1.0 Introduction

1.1 The Euston Area Plan (and subsequent update) is an area action plan, a development plan document that focuses on the Euston area, providing a framework for managing development and ensuring that it aligns with broader planning policies and community needs. The adopted EAP is, and the update once adopted will become, part of the Council's Development Plan.

1.2 Proposals for development in the Euston area, will be considered against the policies in the development plan. Camden's development plan is presently comprised of a series of documents including the London Plan, Camden's adopted Local Plan which sets out the vision for shaping the future of the Borough and includes Borough wide planning policies covering the period 2017-2031 and the Euston Area Plan 2015. The adopted Local Plan is currently being replaced by a new Local Plan presently at independent examination and the EAP is being updated. Together, the two Plans will provide the adopted development plan framework for the Euston Area which covers the period 2026-41.

1.3 The EAP is being updated to ensure that the evidence base for key parts of the plan are revised to reflect the most up to date information, constraints, opportunities and priorities, including ensuring that the EAP is consistent with the updated Local Plan and the latest Government position on the construction of HS2 at Euston. The updated EAP will cover the period to 2051. Following informal consultation and engagement, proposed updates to the EAP were published for consultation in January 2023. An additional consultation was held in Summer 2024. The Regulation 19 consultation was held January - March 2026.

1.4 The Council is also in the process of updating the Local Plan. The Council published the Camden Local Plan Proposed Submission Draft for comment in May - June 2025. The draft Plan sets out the Council's vision for future development in Camden over the next 15 years and includes the planning policies and site allocations to help achieve this. The Camden Local Plan Proposed Submission Draft was submitted to the Secretary of State for independent examination on Friday 3 October 2025, with examination hearings taking place in May and June 2026. Following the public hearings, the Planning Inspector holding the examination, has identified a series of 'Main Modifications' required to ensure the Plan is 'sound' in accordance with the tests in the NPPF. The Main Modifications are currently out for consultation until November 2026.

1.5 This Topic Paper aims to explain the relationship between the EAP Update and the new Local Plan. It also provides an explanation for the approach taken in terms of Local Plan policies applying to the Euston area and how viability was considered.

## 2.0 Background

2.1 The review of the Local Plan and update to the Euston Area Plan have been prepared separately, officers, however have ensured that the two plans are consistent and align in accordance with statutory processes and evidence used for the Local Plan preparation has been used to support the EAP Update where appropriate, and where more focussed Euston evidence has been required this has been developed. Proposals for development will be considered against the Council's Development Plan, for development in Euston, this will include the Local Plan and the EAP Update which provides more detail and specific policy for the Euston area.

2.2 The Camden Local Development Scheme (September 2026) provides information on the documents that the Council intends to produce to form its development plan and sets out the anticipated timetable and programme for their production. Camden's LDS covers a period from This LDS covers a three-year period from September 2026 to September 2029 and replaces all previous versions of the LDS. The preparation of the EAP has followed the framework in the LDS.

2.3 Once adopted, the new Local Plan will replace the current Camden Local Plan (2017), those site allocations in the Camden Site Allocations Plan (2013) that do not fall within the Euston Area Plan boundary and the site allocations in the Fitzrovia Area Action Plan (2014). The Euston Area Plan will replace the site allocation policies in the Camden Site Allocations Plan (2013) that fall within the Euston Area Plan boundary and the current Euston Area Plan (2015).

2.4 As part of the evidence for the Local Plan review, the Local Plan team produced a Topic Paper on the Euston Area Plan. The Topic Paper provided additional background information to the Planning Inspector on the relationship between the Camden Local Plan and the Euston Area Plan to explain the approach taken and the inclusion of the Euston specific policy in the Local Plan. In response to the Inspector's Matters, Issues and Questions, an addendum was also published to reflect the most up-to-date position on the EAP and respond to the Inspector's questions about policy S2 and the scope of the policy. For ease of reading relevant parts of the Topic Paper (and addendum) have been included in this paper.

2.5 As part of the Development Plan, the updated EAP will be a key document in implementing the objectives of the new Camden Local Plan when it is adopted and the Council's vision for the future of Camden in We Make Camden. This is particularly in terms of helping to meet the borough's housing targets and making sure development of key sites meets the Council's aspirations in terms of land uses, design and infrastructure provision, securing the benefits of growth for Camden and its residents.

## 3.0 Policy and legislation context

### National Context

3.1 The HS2 Act provides the legislative powers to construct, operate and maintain Phase One of HS2. It establishes a special planning regime for the approval of certain details including the design and external appearance of stations. Camden Council are the determining authority for these approvals (subject to appeal) and the Euston Area Plan will be material to its determination insofar as it is material to the

matter for approval and having regard to the grounds specified in the HS2 Act for the consideration of that matter.

3.2 The government's 10 year infrastructure study highlighted plans for the now established Euston Delivery Company (EDC) to oversee the private finance and proposals for the station, stating that it will work with the London Borough of Camden and the Greater London Authority to "grow a commercial and life sciences core around the station; and deliver affordable housing and regeneration in the surrounding area".

**London Plan**

3.3 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. It identifies Euston as Opportunity Area (see Policy SD1 Opportunity Areas). Opportunity Areas are defined as "significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity". Table 2.1 of the London Plan 2021 sets out the indicative total capacity for new homes and jobs at Euston – this is estimated to be between 2,800 - 3,800 homes and 8,600 – 15,000 jobs.

3.4 Paragraphs 2.1.70 of the London Plan 2021 states that – "Euston is a major national and commuter rail terminal with good public transport links to the rest of the CAZ. The existing mainline station is outdated, the local environment has areas of poor quality, and the over-station airspace and adjacent areas are underused. There is significant potential for intensification and an opportunity to comprehensively transform Euston and the immediate area into a world-class transport interchange and new residential and business district. Scope exists to reconfigure Euston Square Gardens and the bus station to enhance this space and improve transport facilities and to also complement the expanding knowledge quarter. This should support the area's strengths in the Life Sciences and Tech industries".

3.5 All Local Plans and Development Plan Documents in London must be in general conformity with the London Plan under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004. The Regulation 19 version of the Euston Area Plan is considered by the Mayor of London, to be in general conformity with the London Plan.

3.6 The draft new London Plan has been consulted on in August to October 2026. There will be a Public Examination in 2027.

**Camden Local Plan 2017**

3.7 The Camden Local Plan 2017 which will be superseded by the new Local Plan, identifies a number of strategic objectives to help deliver the Council's priorities, one of which is to promote and support the successful development of the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn, West Hampstead, Kentish Town Regis Road and Central London.

3.8 Policy G1 Delivery and location of growth sets out the Council's overarching growth strategy. This policy identifies the quantum of growth planned for, and the location of growth, including at Euston. The Local Plan states that:

> *"The planning policy approach for the Euston Growth Area is set out in the adopted Euston Area Plan (EAP) January 2015. This was jointly prepared and agreed by Camden Council, the Greater London Authority and Transport for London and provides a framework for change in the Euston area over the next 20 years. The EAP seeks to ensure that whether or not the new high speed rail link (HS2) goes ahead we can get the best possible future for the residents, businesses and visitors to Euston. Please see the Euston Area Plan for more detail on the joint aspirations for the area."*

**Site Allocations Plan 2013**

3.9 The Site Allocations Plan 2013 identifies development sites in Camden's main growth areas, and other locations across the borough, that are suitable for substantial development and sets out the Council's expectations for them.

3.10 The Site Allocations Plan identifies the following sites in the Euston Area:

- Site 9 – Euston Station, Euston Road;
- Site 10 – BHS Warehouse, 132 - 140 Hampstead Rd and 142 Hampstead Rd;
- Site 11 – Granby Terrace Depot;
- Site 12 – 110 - 122 Hampstead Road (Former National Temperance Hospital);
- Site 13 – 1-39 Drummond Crescent (Euston Traffic Garage);
- Site 14 – Westminster Kingsway College, Regent's Park Centre, Longford Street;
- Site 15 – Land at Goldsmith's House and adjoining land, Cumberland Market Estate, Park Village East / Augustus St

3.11 The Council intends to 'save' the policies for sites 9, 10, 11, 12, 14 and 15 in the Site Allocations Plan 2013 until the revised Euston Area Plan is adopted. As site 13 (1-39 Drummond Crescent (Euston Traffic Garage) is complete it is not proposed to save this policy moving forward. A policy replacement schedule is set out in Appendix 1 of the Camden Local Plan Proposed Submission Draft.

## 4.0 Relationship between the EAP and the new Local Plan

4.1 Policy S2 was introduced in the Camden Local Plan Proposed Submission Draft as a strategic policy in response to comments received on the draft Camden Local Plan at Regulation 18 stage, with the aim of providing an overarching Euston policy context to support the Euston Area Plan.

4.2 Policy S2 in the new Local Plan expects development proposals coming forward at Euston to realise the vision and objectives set out in the Euston Area Plan. The Council will expect development proposals coming forward at Euston to be in accordance with this strategy to deliver local priorities and maximise community benefit at the planning, construction and end user phases, ensuring that all aspects of development promote health and well-being and address concerns around safety and security." Para 3.18. The Local Plan policy S2 is detailed below (with proposed modifications that are currently being consulted on as part of the Camden Local Plan Examination shown in bold):

**Policy S2: Euston Area**

To realise the vision and objectives set out in the Euston Area Plan, the Council will:

1. seek to prioritise local need, ensuring that development contributes to reducing inequalities, improving health and increasing life chances in local residential communities, creating opportunities for all and ensuring that investment delivers benefits where they are most needed;

2. **Support the optimisation of development in the Euston area, recognising the opportunity to secure long-term benefits and deliver nationally significant transport infrastructure.**

3. expect development at Euston to deliver between 1,500 and 2,500 additional homes in total, along with the provision of appropriate replacement homes;

4. expect development to deliver new and replacement employment floorspace across the Euston Area, and support and prioritise the creation and retention of suitable employment floorspace for research, learning and knowledge-based uses;

5. expect development to deliver new and replacement retail and leisure floorspace, to contribute to the creation of vibrant streets and reinforce the role of existing centres;

6. seek the provision of, and contributions to, the delivery of infrastructure to support new development and reflect local priorities and needs, in accordance with the infrastructure needs and priorities set out in the Euston Area Plan;

7. expect development to create a network of new and improved open spaces to replace lost open spaces and meet the needs of new development;

8. expect the re-development of Euston Station and associated development to be of excellent design, providing a world class, integrated station and transport interchange and a welcoming environment to residents and station users;

9. seek to improve connectivity both within the Euston Area, and to the wider area, including north towards Camden Town and south to Bloomsbury and the River Thames, reducing the barrier effect of the Euston Road and encouraging sustainable and active travel;

10. expect the development to be taken forward in a coordinated and phased way, recognising the importance of successful and thoughtful meanwhile uses, to energise spaces, deliver social and economic benefits, and open up opportunities to new ventures; and

11. expect development to integrate high environmental standards, planting, biodiversity and green infrastructure, supporting a circular economy and contributing to improvements in air quality.

4.3 The Local Plan's policies will apply to development coming forward in the Euston Area, with the Euston Area Plan providing a more detailed policy framework to guide development at Euston in relation to the following:

- Land uses
- Housing
- Economy and employment
- Retail and leisure
- Social infrastructure
- Meanwhile uses
- Safety and security
- Inclusive growth and delivering social value
- Design
- Tall buildings
- Transport
- Climate change and the sustainability
- Open space and green infrastructure

4.4 As work on the design and costing of Euston station is still evolving, the Council has sought to manage the risk to the Plan of change to the station and surrounding development. The EAP has therefore been drafted with appropriate flexibility, while ensuring that its objectives can still be delivered, recognising the complex delivery, funding and viability issues associated with the major national infrastructure project. The timetable for updating the EAP has also been adjusted to reflect ongoing work and changes arising from Central Government.

4.5 The EAP Update Proposed Submission draft includes an indicative capacity for housing of approximately 2,000 new homes. This represents a reduced target compared with Table 2.1 of the London Plan (2021), reflecting the constraints on land availability arising from limitations on development over Euston station and rail tracks. The revised housing projection is informed by a design-led capacity study that considered additional site constraints, reduced enabled land, higher costs and viability considerations.

4.6 To reflect comments made by Lendlease and the Euston Landowners in their response to the Local Plan Submission Draft Inspector's Matters, Issues and Questions, modifications are proposed to the Camden Local Plan Proposed Submission Draft. These are detailed in the Addendum to the Euston Area Plan Topic Paper May 2026. Wording is proposed to be added to Policy S2 as follows: "*Due to the uncertainty around station design and proposals for enabling work at Euston, the Council acknowledges that a degree of flexibility will be necessary in the implementation of policies in the Local Plan and Euston Area Plan, alongside the consideration of wider costs associated with the delivery of constrained sites, and changing economic and market circumstances. This reflects the approach set out in paragraphs 15.34 to 15.36 of this Plan.*"

4.7 Additional modifications are proposed to policy S2 in the Local Plan to insert a new criterion to Part A "*To realise the vision and objectives set out in the Euston Area Plan; the Council will:…. Support the optimisation of development in the Euston area, recognising the opportunity to secure long-term benefits and deliver nationally significant transport infrastructure;*"

## 5.0 Viability

5.1 Both the Local Plan and the EAP Updates are supported by Viability Assessments which were carried out in line with Government guidance on Viability and Plan making, assessing the impact of the policies in the Plans.

5.2 The EAP Viability Assessment (January 2026), produced by 31ten consultants, focuses on strategic sites within the Euston masterplan area (the station area and railway tracks), recognising that these sites will most likely be affected by the extraordinary enabling costs and potential viability challenges associated with development connected to transport infrastructure. Wider site typologies that are not affected by the extraordinary costs of Euston Station and tracks developments are considered as part of the Local Plan Viability report, produced by BNP Paribas.

5.3 At the time of writing, there are still no confirmed Euston station designs or costs. There is a commitment to joint working by the delivery organisations to try to achieve the best integrated campus solution for Euston across the whole Euston Station campus. The Viability Report for the EAP was produced using the best information available at the time of production and wording in the EAP Update recognises the uncertainty regarding enabling costs and wider masterplan details. It highlights the difficulty in accurately establishing enabling costs for the masterplan area until further design work is carried out and contracts are let and it recognises that there could also be the opportunity for additional funding streams to come online over the timescales envisaged to support development The viability assessment details the sites facing the most uncertainty in terms of current day viability which are those associated with transport infrastructure, where there are complex interactions between stations and tracks and development.

5.4 The Local Plan viability work focuses on the assessment of the viability of the non-railway sites within the Euston Area. The general typologies of development were tested as part of the Local Plan Submission Draft viability assessment. The Viability Assessment for the Local Plan tests the ability of developments across the borough (including within the Euston Area) to accommodate the policies in the draft Local Plan alongside prevailing rates of CIL. The study methodology compares the residual land values of a range of development typologies reflecting the types of developments expected to come forward in the Camden over the life of the draft Local Plan.

5.5 The Local Plan affordable workspace and affordable housing policies have been considered as part of the Euston viability study and are intended to apply in the Euston area as well as the rest of Local Plan area The policies provide flexibility to allow for the consideration of the viability of development schemes, the feasibility of particular measures and site-specific issues. The Euston Area Plan Viability Assessment also considered the design requirements applying to development within this area, in addition to key policy requirements in the Local Plan (namely Policies DS1, CC1, CC3, CC4, CC6, IE4, H1, H2, H4, H5, H7, SC3, SC4, NE1, NE2, DM1) and the London Plan, to ensure that the cumulative impact of policy does not render development unviable.

5.6 The base assumptions in the Viability Assessment for the EAP update tested the Local Plan strategic target for affordable housing (50%) and affordable workspace

(20%). Recognising the flexibility in the policy to allow for variances in viability, the percentage of affordable housing and affordable workspace sought were then varied in the sensitivity analysis to identify the effect that the flexibility allowed for in the relevant Plan policy has on the deliverability of development.

5.7 Policy IE4 of the Local Plan requires schemes providing at least 1,000sqm of offices, research and development uses to provide affordable workspace. The policy seeks a working benchmark of 20% of additional floorspace to be provided at 50% of market rent for a minimum of 15 years. Within the policy, a hierarchy seeks to secure affordable workspace on-site provision first.

5.8 Policy H4 of the Local Plan seeks to maximise affordable housing delivery and supports the London Plan's strategic target for 50% of London's new homes to be genuinely affordable. The policy expects a contribution to permanent self-contained housing from all developments that provide additional non-residential floorspace and involve additional floorspace of 200 sqm (GIA) or more. Part E of the policy sets out the matters that will be considered in deciding whether affordable housing provision should be made on-site, and the scale and nature of the provision that would be appropriate. These matters include:

- *the character and size of the development, and any constraints on developing the site for a mix of housing including market and affordable housing or the particular types of affordable provision sought;*
- *the economics and financial viability of the development including any particular costs associated with it, having regard to any distinctive viability characteristics of particular sectors, such as build to rent housing, and any recommendations of an independent viability assessor commissioned to advise the Council;*

5.9 The London Plan also includes policy on affordable housing and under the Threshold Approach in the London Plan, development proposals that provide 35 per cent affordable housing on public land, and that meet tenure, affordability and other relevant requirements, can follow the Fast Track Route which means that they do not need to submit a viability assessment. Responding to what are described as 'significant challenges' to the housebuilding sector in recent years, the Government and Mayor of London announced time-limited emergency measures designed to increase housebuilding in London and to tackle the housing crisis.

5.10 Under the Emergency measures (2025) residential schemes on private land that can provide at least 20 per cent affordable housing to proceed without an upfront viability assessment. These policies will apply for all development proposals at Euston. The Council has aligned with paragraph 16 of the NPPF which seeks to ensure that Plans serve a clear purpose and policies in the Local Plan are not duplicated in the Euston Area Plan and it is therefore not considered appropriate to develop bespoke affordable housing policy for the Euston area.

5.11 Notwithstanding the identified challenges with the available information, the Viability Assessment for the EAP Update tested three illustrative development options for the Euston masterplan area, which represent different levels of overall floorspace. Each option includes both residential and office development, with office development focused on the Euston Station sites. Policies IE4 and H4 of the Local Plan do not set fixed requirements but contain an appropriate level of flexibility. As a result, further

sensitivity testing was undertaken to assess the impact of flexibility in affordable housing and affordable workspace provision on scheme viability. The results of the sensitivity testing showed that based on current information, the flexible application of policy could support the delivery of both affordable housing and affordable workspace in development options 2 and 3, with greater levels of affordable housing delivery shown to be achievable, if the level of affordable workspace is reduced.

5.12 As the designs for the stations progress, further detailed work to understand technical and cost implications of development associated transport infrastructure will be required to fully test the viability of over and adjacent development in this area. Given the stage in the design process, the uncertainty with cost and programme and the wider geography and timescale of the EAP Update (to 2051), it is the Council's position that the Local Plan and London Plan policies which it references in relation to affordable housing and workspace include sufficient flexibility to allow for variances in viability at the planning application stage.

## 6.0 Flexibility

6.1 The EAP Update has been developed to be flexible, reflecting the uncertainty around the station designs and the capacity to enable development over station infrastructure, including in the Cutting. Policies in the EAP Update provide flexibility taking into account viability and other constraints that affect the ability of development to meet policy targets, and development proposals will be considered in this context. In response to the comments raised by Lendlease and the Euston Landowners, and following further discussions, proposed modifications to the EAP Update are set out in Appendix A[1]. The proposed modifications to Chapter 5, 'Delivery, Phasing, Planning Benefits and Monitoring', provide further references to the particularly challenging viability position in the Lendlease masterplan area / station sites noting that flexibility in the application of planning policy may be needed.

6.2 The Local Plan policies on affordable workspace are in line with London Plan policies and deliberately include flexibility to account for a range of circumstances. Proposed modifications to the Local Plan include additions to Policy S2 that recognise the uncertainty around station design and acknowledging flexibility in application of Local Plan and EAP policies will be necessary, alongside consideration of wider costs associated with the constrained site and changing economic circumstances. In the Euston Area Plan, Strategic Principle EAP1 seeks to ensure that new development above and around Euston Station optimises the potential to create a major new economic hub of new commercial, knowledge based, science and creative sector industries to reflect the Knowledge Quarter ambitions for the area. The policy recognises that delivery of employment and economic floorspace is dependent on the footprint and design of Euston station and the cost and viability challenges seeks to ensure that new employment floorspace includes a suitable mix of workspace types and affordable workspace.

[1] These modifications fall within the scope of para.1.5 of the PINS Guidance and are not being submitted as part of the Submission Plan for examination. They are modifications which have been negotiated to narrow issues and which the Council is content to make subject to the Inspector concluding that they are necessary for soundness and should form Main Modifications to be consulted on in due course.

6.3 Similarly Local Plan policies on affordable housing align with London Plan policies and allow for flexibility. Strategic Principle EAP1 seeks for the wider EAP area to provide a range of mixed uses including a significant amount of residential floorspace. The EAP makes specific reference to negotiating "to seek the maximum amount of good quality, genuinely affordable housing in accordance with Local Plan and London Plan policy.". The policy also recognises that there may be limitations on the range of housing and affordable housing that could be delivered due to the railway infrastructure constraints and costs and viability of decking.

6.4 It is considered that the existing policy framework, provided by the Local and London Plans includes sufficient flexibility to account for variances in viability and that bespoke policies for affordable housing and workspace are not necessary, nor are they justifiable given the level of information available at this stage.

## 7.0 Conclusion

7.1 The inclusion of Policy S2 in the Camden Local Plan Proposed Submission Draft provides an overarching policy approach to support development at Euston, in addition to signposting the further detail available in the Euston Area Plan.

7.2 The EAP does not exist in isolation and responds to a hierarchy of policy requirements including national, regional and local planning policy and under section 24 (1)(b) of the Planning and Compulsory Purchase Act 2004 be in general conformity with the London Plan.

7.3 It is recognised that the exceptional costs associated with development on and above the station and rail tracks present significant viability challenges. The uncertainty that surrounds the approach to the Euston station redevelopment and masterplanning, including a lack of confirmed station design, costs and enabling works means that there is insufficient evidence to support a bespoke approach to policies on affordable housing and affordable workspace which would effectively be a departure from the London Plan. It is considered that the existing policies contain enough flexibility to account for variances in viability and this is reflected in the Local Plan, the EAP Update, especially in the Delivery and Monitoring chapter and with additional clarifications included in the proposed modifications to both plans as a result of responses to the regulation 19 consultation.

7.4 Appended to this Topic Paper are proposed modifications to the Delivery, Planning Benefits and Monitoring Chapter 6 of the EAP Update. These have been discussed with Lendlease and the Euston Landowners who have confirmed that the modifications are welcomed and supported as set out in the Position Statement dated October 2026.

**Appendix A – proposed modifications to the Euston Area Plan proposed submission draft**

The proposed modifications are set out below (suggested additions in **bold**, deletions as ~~strikethrough~~).

| Policy | Paragraph or Figure | Change | Reason |
|---|---|---|---|
| 5. Delivery, Planning Benefits and Monitoring | 5.1 Delivery and Viability, pg. 229, 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.** | Clarity |
| 5. Delivery, Planning Benefits and Monitoring | 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~~ **could be** the opportunity for additional funding streams to come online over the timescales envisaged. | Clarity |
| 5. Delivery, Planning Benefits and Monitoring | 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 is progressed given the long-term nature and phasing of the scheme over the railway/ stations. | Clarity |
| 5. Delivery, Planning Benefits and Monitoring | 5.1 Delivery and Viability, pg. 230 | Move 3rd paragraph on page to top of page (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) | Ease of reading |
| 5. Delivery, Planning Benefits and Monitoring | 5.5 Flexibility, 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**:<br>• 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), | Clarity |

| Policy | Paragraph or Figure | Change | Reason |
|---|---|---|---|
| | | supporting facilities and jobs to be delivered ~~throughout the phase~~s **across the Euston area and the life of the project**.<br>• 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.<br>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)… | |
| 5. Delivery, Planning Benefits and Monitoring | 5.6 Flexibility, Pg.235 | 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. | Clarity |
| 5. Delivery, Planning Benefits and Monitoring | 5.6 Flexibility, Pg.235 | ~~This~~**The** range **of floorspace included in the EAP** is considered to be appropriate representing the capacity capable of being supported in the Euston area – able to meet both wider planning requirements and the Plan policies and objectives. Should new opportunities for development be identified through design refinement it may be possible to deliver in excess of the ranges identified. It is recognised that with the **significant and** unusual costs involved in development connected to the station and above tracks, development viability will be a considerable challenge. In considering proposals for redeveloping the station and tracks area in particular, the priority will be to ensure a development of high quality and excellently designed masterplan alongside any new station(s), ~~and if additional development or taller buildings are necessary to facilitate this~~, some flexibility towards other requirements in this plan may be considered with reference to | Clarity |

| Policy | Paragraph or Figure | Change | Reason |
|---|---|---|---|
| | | London and Local Plan policy, in order to ensure that **development is deliverable and** public benefits are ~~maximised~~ **optimised.** | |
| 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… | Clarity |
| 5. Delivery, Planning Benefits and Monitoring | Infrastructure Payments, pg. 238 | 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.** | Clarity |