

Euston Area Plan Management Board

25th February 2013, 1.00pm – 2.30pm Meeting Room 5, 6th Floor, Town Hall Extension, Argyle Street, Camden

In attendance

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| Ed Watson (EW), LBC | Sarah Hunter (SH), HS2 |
| Colin Wilson (CW), GLA | Simon Hughes (SHu), HS2 |
| Liz Halsted (LH), TfL | Louise Bond (LB), LBC |
| Richard Wilson (RW), LBC | Mary-Ann Lewis (MAL), PM |
| Paul Gilfedder (PG), HS2 | Yogesh Patil (YP), GLA |
| | Ben Craig, (BC), Network Rail |

Note

1. Welcome, introductions and apologies
 - None
2. Minutes of previous meeting
 - All noted the completed actions and notes from the last meeting.
3. HS2 station design update
 - SH presented the latest design for the station which has moved on from the initial baseline scheme. The new design has evolved as a result of the potential 22 month programme extension, associated costs and impact on the business case for the overall scheme in late 2012/early 2013.
 - The revised HS2 proposals reuse the existing Euston Station and bolt on a HS2 station to the west which meet Network Rail and HS2 operational requirements and integrate with the underground.
 - EW and RW questioned who requested the revision of design, and why this has only been an issue so recently.
 - SH responded that Euston is the earliest work in the programme and drives the critical path for the rest of the scheme. Only when the schemes for the whole line came together late last year did the programme and cost implications of rebuilding Euston and lowering tracks become clear.
 - EW asked whether the economic opportunities had been taken into consideration as part of the process, from a regeneration DfT perspective.
 - SoS will decide at the end of the month whether to use the revised station scheme (reuse of Euston Station) or whether to progress the former scheme B1) in the Environmental Statement. Following consultation on the Environmental Statement in May, there will be a formal decision on what design to progress informed by consultation responses.
 - SH recognises that they need to incorporate the EAP's objectives.
 - CW asked whether some of the EAP objectives could be incorporated into the revised scheme, such as continuing the line of Drummond Street.
 - EW stated that the revised scheme is the least optimal solution for the area, it's a lost opportunity to reduce the barrier effect of the station and capitalise on economic opportunities. Building the line quickly and cheaply is a lost opportunity for the area.
 - EW asked what the process is for taking forward this design and on what basis they will be making their decision. SH stated it would be an SoS decision at the end of March whether to reflect this scheme in the Environmental Statement consulted on in May. Following consultation they would then need to decide whether to progress this scheme as the basis of the Hybrid Bill.
 - RW questioned whether the SoS was briefed on the regeneration opportunities of scheme B1/EAP?

- BC added that there may still be development opportunities above the station.
4. **Masterplanning and delivery update/discussion of new HS2 station design implications**
- MAL presented the masterplanning work to date and the current Strategic Board agenda and highlighted the importance of presenting a summary of the work on the masterplan to date as it represents a culmination of work to date. RdC highlighted that there could be opportunities to incorporate some of the principles into the new HS2 design.
5. **Strategic Board Agenda**
- All agreed that the Board should consider the HS2 design update, the EAP masterplanning work to date and a comparison of the outcomes of the different approaches and implications for the EAP timetable if approach is changed at this stage.
 - Need to brief Board members on the change to station design as soon as possible.
6. **AOB**
- All agreed that a better understanding of how the masterplan and new station design can be merged is needed. HS2 agreed to organise an urgent design liaison meeting this week to refine new station design and compare against Euston Area Plan objectives with the EAP team.

Euston Area Plan Management Board

25th March 2013, 1.00pm – 2.30pm Meeting Room 5, 6th Floor, Town Hall Extension, Argyle Street, Camden

In attendance

Ed Watson (EW), LBC

Colin Wilson (CW), GLA

Liz Halsted (LH), TfL

Richard Wilson (RW), LBC

Paul Gilfedder (PG), HS2

Sarah Hunter (SH), HS2

Adrian Malcolm, (AM), LBC

Mary-Ann Lewis (MAL), PM

Note**1. Welcome, introductions and apologies**

- Apologies from Richard de Cani (TfL), Louise Bond (LBC – AM attending in absence) and Ben Craig (Network Rail).

2. Minutes of previous meeting

- All noted the completed actions and notes from the last meeting.
- HS2 requested that meeting minutes are not published as yet.

3. HS2 station design/SoS decision making process

- PG confirmed that to the best of his knowledge the SoS decision on station design is still scheduled for 28th March. MAL requested information on how quickly following the decision the result could be shared with the EAP team. PG will endeavour to inform us as soon as possible.
- MAL asked about the ongoing Grimshaw urban design work. SH confirmed HS2 are developing a brief for Grimshaws to consider the station design as part of a more detailed masterplanning response to consider OSD potential in particular. LH requested that the EAP team feed into the brief. EW asked if the work would look at Network Rail property also. SH confirmed that this would be the favoured approach but it needs to be confirmed.

4. Masterplanning and delivery update & programme implications

- MAL highlighted the viability concerns of providing a large park above the railway cutting.
- CW stated that the park should be removed if undeliverable. EW confirmed this approach, but highlighted the need to look at what can be provided to meet local needs. EW also requested that the cost of the loss of St James Gardens etc should be factored into the consideration of what development/open space is possible above the tracks.
- EW also requested information on current noise and environmental quality issues with the cutting to understand if this needs to be mitigated through decking.
- MAL highlighted concerns on the plan programme for the EAP draft arising from the HS2 station design change and EAP response work and the need to rework transport modelling and masterplanning if the revised scheme is progressed.
- MAL suggested that consultation would slip to September to avoid August.
- PG noted that a slip in the timetable would not significantly impact on the ability of the EAP to be used in the Hybrid Bill process.
- EW requested that extended consultation is run through August and September to reduce the impact on programme.
- All agreed that the programme could slip within these parameters.

5. Next steps

- MAL raised the possibility of the EAP containing options for station design.

- CW and EW noted that the plan needs to be based on evidence, therefore ensuring it complements the technical/other requirements of the HS2 project will help to bolster the robustness of the plan at examination.
- All agreed that the EAP needs to reflect the agreed HS2 design and therefore if option 8 is progressed the plan should show this, but aim to shape it to better meet EAP objectives.

Euston Area Plan Management Board**26th April 2013, 12.00pm – 1.00pm** TfL, 10th Floor Windsor House, London**In attendance**

Ed Watson (EW), LBC

Richard de Cani (RC), TfL

Colin Wilson (CW), GLA

Liz Halsted (LH), TfL

Richard Wilson (RW), LBC

Andrew Close (AC), LBC

Paul Gilfedder (PG), HS2

Martin Scholar (MS), GLA

Mary-Ann Lewis (MAL), PM

Peter Marson (PM), Network Rail

Michael Collela (MC), TfL/HS2

Note**1. Welcome, introductions and apologies**

- Apologies from, Louise Bond (LBC), Sarah Hunter (HS2) and Ben Craig (Network Rail).

2. Minutes of previous meeting

- All noted the completed actions and notes from the last meeting.
- PG to confirm if meeting minutes from 25/03/13 can be published.

3. HS2 station design & SoS decision making process

- PG confirmed that the brief for the additional Grimshaws work has now been shared and requested comments on this as soon as possible.
- Grimshaws are scheduled to report back in 2 weeks.
- Grimshaws will be reporting both to HS2 and the EAP project.
- PG agreed to set up a meeting for Grimshaws to report back to EAP team on findings.
- EW & MAL highlighted the tight timescales the EAP is being prepared within, and therefore the need to get this information as soon as possible.
- RdC expressed disappointment with the SoS decision to progress with option 8 and concerns around the need to get commitments to EAP objectives now.
- PG stated that Bill process doesn't fix the design, but certain elements will be fixed. EW noted that the Bill must allow for over site development in the future.
- CW noted that the Mayor has met with Patrick McLoughlin to request that the Baseline scheme is reverted to. MS suggested a follow up letter from the Mayor and Cllr Hayward to the Prime Minister.

4. Revised EAP masterplan options

- MAL presented the emerging updated option 8 based EAP masterplanning and viability implications.
- All agreed to the direction of travel.
- Further information on the cost of acquiring 1 Eversholt Street and the Podium required to be factored into the viability work.
- The board agreed to leave the Parkview housing development above the tracks, and for the team to assess whether the storey heights can be altered to make this a viable proposition.
- EW questioned whether there were any locations for taller development – this will be confirmed through the 3D modelling testing at the final stage of development.

5. Revised EAP programme, consultation strategy & Strategic Board timing

- MAL presented the revised programme and draft consultation strategy. All agreed to the direction of travel. Hard copy questionnaires are felt to increase response rates, therefore these have been suggested as the main way of collating responses.

- A meeting of the Strategic Board in the near future was requested, however it was agreed that this could be timed for a week after the Grimshaws meeting.

6. EAP boundary adjustment

- All agreed to the minor adjustment to the EAP boundary to retain only the pavement and roads to the south – excluding UCLH and Warren Street tubes to avoid duplication with the Fitzrovia AAP.