

Euston Area Plan Management Board**30th September 2013, 1.00pm – 2.30pm** Camden Town Hall Extension, Argyle Street**In attendance**

Ed Watson (EW), LBC

Colin Wilson (CW), GLA

Richard McGreevy (RM), TfL

Ian Porter (IP), LBC

Sarah Hunter (SH), HS2

Peter Marson (PM), Network Rail

Paul Gilfedder (PG), HS2

Louise McBride (LM), LBC

Mary-Ann Lewis (MAL), PM

Additional attendees from Grimshaw Architects, London & Continental Railways (LCR), Deloitte, Network Rail for item 4 (confidential).

Note

1. **Welcome, introductions and apologies**
 - Apologies from Richard Wilson (LBC), Martin Scholar (GLA) and Richard de Cani (TfL).
2. **Minutes of previous meeting**
 - All noted the completed actions and notes from the last meeting.
3. **HS2 Station design update**
 - SH provided an update on the design process. HS2 are reviewing feedback from consultation on the draft ES, the SoS is yet to confirm conclusion on option 8. If SoS changes his mind on option 8 design the timetable for the HS2 process is likely to change.
 - MAL asked whether the EAP queries and concerns on the current HS2 station design which are set out in a table issued to HS2/LCR/Network Rail have been addressed in more recent design work. PG highlighted time constraints and he would aim to issue an HS2 response as soon as possible.
4. **Over Site viability (confidential - commercially sensitive)**
5. **Next steps and programme**
 - MAL summarised some emerging key themes from consultation responses and potential options for revising the plan. Concerns around including option 8 for station design were common, and it was suggested that the next version of the plan should be more explicit and show options for station design.
 - Outstanding issues include, approach to taxis, bus options and Euston Road and also how to reflect emerging option 8 and development options work.
 - MAL presented the next steps and programme.
6. **AOB**

MAL highlighted the difference between potential suggested HS2 mitigation open space – which is on land which is shown in the draft EAP for decking and replacement housing/open space. PG stated that the Bill would be written to retain flexibility on the location of space in line with the EAP in the longer term – i.e. aspiration for Maria Fidelis site as open space.

Euston Area Plan Management Board**25th October 2013, 11.00am – 12.30pm** Camden Town Hall Extension, Argyle Street**In attendance**

Ed Watson (EW), LBC

Colin Wilson (CW), GLA

Lucinda Turner (LT), TfL

Richard McGreevy (RM), TfL

Sarah Hunter (SH), HS2

Peter Marson (PM), Network Rail

Ben Craig (BC), Network Rail

Paul Gilfedder (PG), HS2

Louise McBride (LM), LBC

Mary-Ann Lewis (MAL), PM

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

- Apologies from Richard Wilson (LBC), Martin Scholar (GLA) and Richard de Cani (TfL).

2. Minutes of previous meeting

- All noted the completed actions and notes from the last meeting.
- PG to review EAP review table of HS2 station design/Development Options work as soon as possible

3. EAP revisions

- MAL presented key consultation comments and proposed changes to the EAP text and images
- Overarching station masterplan is proposed with key principles that can apply to 3 station options:
 - Comprehensive station redevelopment with sub surface platforms and tracks across the whole site (old HS2 Baseline scheme)
 - Retention of existing station and new high speed station alongside (HS2 current option)
 - Existing station footprint redevelopment
- BC highlighted that it would be extremely challenging and unlikely to be possible for Network Rail to lower platforms and tracks in association with the existing station footprint option due to the significant operational constraints and need to keep train services running. It would be more realistic to show an option 8 style station redevelopment with the aspiration to lower tracks and platforms in text only.
- PG noted it is important to make it clear that there are significant viability and technical constraints associated with decking over parts, and significant costs of lowering all the tracks and platforms.
- BC highlighted that emerging Crossrail 2 proposals could have an impact on the content of the EAP.
- TfL presented the results of the Transport Study findings on bus facility options. LT confirmed that more buses stopping on Euston Road is not workable.
- LM indicated that the Roads Task Force work should be investigating strategic options for buses, including where they terminate and the future role of Euston Road, particularly in relation to the type of traffic it should accommodate in future. LT highlighted issues with the wider inner ring road network and congestion charging which constrain options at Euston Road.
- EW highlighted that Camden would still like flexibility in the EAP text to allow for longer term investigation of other ways of providing bus facilities around the station and utilising Euston Road.

Agreed that LBC and TfL would work to see if a form of wording could be agreed with a degree of flexibility on bus facility options retained.

4. Programme

- MAL presented programme key dates and a recommendation to delay commencing consultation until after Christmas.
- MAL updated on the project budget.
MAL presented a suggested Strategic Board agenda. LT suggested that more detail for each item should be added.

5. HS2 & Network Rail updates

- LCR Development Options report is being finalised for issue to LBC/GLA/TfL for review and comment.
- SH confirmed HS2 and Network Rail have now been instructed to look at a lowered track station scenario through the high level LBC/HS2/DfT meetings.
- PM indicated that the Eversholt Street platform 1 & 2 realignment report shows there are technically no “showstoppers” for realignment, but whether Network Rail would do this was the issue. It would be easier to move the platforms without the parcel deck there. It would also impact upon HS2 phasing, if only 13 platforms operational.
Additional funding Memorandum of Agreement amendments/addendum is with HS2 legal department and should be agreed shortly.

6. AOB

None

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Ben Craig (BC), Network Rail

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

- Apologies from Richard Wilson (LBC), Colin Wilson (GLA), Sarah Hunter (HS2) and Lucinda Turner (TfL).

2. Minutes of previous meeting

- All noted the completed actions and notes from the last meeting.
- BC noted that platforms 1 and 2 could technically be moved to allow for better development.

3. EAP revisions

- MAL presented a summary of the EAP revisions made and highlighted minor changes which had been made following Strategic Board approval on 20th November.
- BC highlighted that Network Rail believe that taller buildings will be required to allow for a comprehensive redevelopment to be viable. MAL noted that the text had been slightly amended, and further text on constraints and viability considerations added to recognise the complexities involved. Viability and height considerations will be tested at planning application stage.
- RM stated that the final version of the Transport Study would be circulated as soon as possible.
- EAP and supporting documents agreed by the Board subject to minor proof reading amendments etc, agreed following LBC Cabinet/Portfolio holder approval.

4. Programme

- All noted the programme as set out.
- EW agreed that Pauline Butcher could be appointed as the Programme Officer and that the money could roll over from this financial year.
- MAL and PG to continue to progress the Memorandum of Agreement for the additional funding.
- EW noted that the EAP Strategic Board agreed to consider taking on an Implementation Role in future.

5. HS2 & Network Rail updates

- PG ran through the HS2 Hybrid Bill process – the ES consultation ends on 24th January 2014.
BC questioned how much knowledge LBC/GLA have of the Crossrail 2 proposal as it could result in the need to change the EAP.

6. AOB

None