

## **Euston OAPF Strategic Board**

## 23<sup>rd</sup> July 2012, 2.00pm – 3.00pm Leader's Office, 1st Floor, Camden Old Town Hall, Judd Street, WC1H 8EQ

#### **Board Members**

**Chair:** Cllr Sarah Hayward (SH), LBC Sir Edward Lister (EL), GLA Douglas Oakervee (DO), HS2

#### In attendance

Ed Watson (EW), LBC Rachel Stopard (RS), LBC Cllr Valerie Leach (VL), LBC Michele Dix (MD), TfL Michael Hurn (MH), DfT Rupert Walker (RW), Network Rail Martin Scholar (MS), GLA Mary-Ann Lewis (MAL), OAPF PM

### **Minutes**

		Action
1.	Confirmation of chair and introductions	
	All members confirmed Cllr Hayward as Chair of the Strategic Board.	- All to note
2.	Terms of Reference	
	The Terms of Reference (ToR) for the Strategic Board were agreed by all members with no questions or queries.	- MAL to circulate final version of ToR to the Board.
3.	Emerging OAPF Vision and objectives	
	EW presented the emerging Vision and Objectives paper produced by the project team, management board and key stakeholders at this early stage. It purpose has been to provide an initial basis for consultation in the autumn and state the case for over site development above the new Euston Station and tracks to the DfT. This was needed as reassurances that design of the HS2 station and tracks included the requirement to deck over tracks and the station to allow over site development had not been able to be given by HS2 or DfT. The initial vision and objectives were also proposed to provide a framework for developing consultation materials for initial consultation in the autumn.	- All to note
	<ul> <li>SH stated that LBC expect to see replacement homes, jobs, business space and open space along with an uplift in these in the area. The OAPF should help to support meanwhile uses and temporary mitigation measures in the short term as well as longer term solutions.</li> </ul>	- All to note
1	<ul> <li>MD requested that the Board considers some potential</li> </ul>	- TfL to



	Action
<ul> <li>alterations to the OAPF boundary towards the east to help the planning of better links between railway termini and Crossrail 2 proposals. EW highlighted that there are other emerging policies in the Somers Town are and therefore it wasn't included in the OAPF area at present. EW also stated that the OAPF would be able to consider links between the two areas without requiring the whole area to be within the OAPF. The Board requested more information from TfL on the area they wish to be added into the OAPF boundary.</li> <li>DO supported the vision document and highlighted that the Hybrid Bill should be written so that it in no way inhibits OAPF plans. MH confirmed that the DfT has now asked HS2 to look at the constraints associated with decking over the station and railtracks, and they recognise that station design cannot be done</li> </ul>	circulate suggested boundary change for discussion and decision by the Board through email following discussion at Managemen
<ul> <li>in isolation.</li> <li>SH asked if the Board should write to the Secretary of State to ensure that the initial station and track design work takes into account the emerging OAPF vision and objectives. MH felt it was not necessary to write as HS2 have already been instructed to take the vision and objectives work into account. MD also highlighted that the Mayor of London has also already written to the Secretary of State to extend the red line boundary for HS2 to allow for Crossrail 2. EL agreed with DO that the most important element is that the Bill should be written in such a way that it does not preclude the emerging OAPF Vision and objectives from being realised. DO suggested if the Board writes to the SoS it would be more effective if written requesting assurance that nothing in the Hybrid Bill would preclude over site development.</li> <li>EW stated that assurances may also be required that the station and track design work underway allows for over site development. EL stated that there is a need to continue to lobby for the inclusion of a Crossrail 2 box and ensure that HS2 does not detract from the North London line upgrade works. MH confirmed that DFT are now working on looking at how to design Crossrail 2 into the process. MD also highlighted that it is important to ensure people are thinking beyond the design of the tracks and station to solutions for issues in the surrounding area, particularly that barrier of crossing Euston Road.</li> <li>EW suggested drafting a letter to the SoS which reflects these points. EW and MAL to draft and circulate to the board for agreement prior to sending it from the Board to the SoS.</li> <li>MH asked for more information on paragraph 6.19 of the draft Vision document which refers to reduction of freight movement on roads. MD stated that the aspiration was to utilise rail lices for freight movement into the due to be and members that there were no other comments on the vision document.</li> <li>MD and EL highlighted that it would be useful to produce an infr</li></ul>	t Board.
4. Programme	- An update



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	s S F t c r	highlighted the current query about the OAPF status – whether it should be adopted as an Area Action Plan (AAP) or Supplementary Planning Document (SPD) given a recent planning precedent. MAL highlighted that if it is recommended the OAPF proceed as an AAP the timeframe for the OAPF will be extended by at least 6 months and the additional resource costs of staff time, examination in public and extra consultation will need to be agreed and funded. The team has sought counsel opinion through LBC's legal department.	to be provided once counsel opinion recived
	– E t r v	EW noted that despite the extended timeframe a draft OAPF will be available in June and the consultation results and recommended OAPF changes will be available in September which can inform the Hybrid Bill. It is only the adoption of the document that is delayed if it is an AAP, as additional consultation and examination is required.	- All to note the potential implications on resources
5.	- M st c t t t t t - E c c c c c c c c t t t c c c t t c t c	MAL presented a Skeleton Consultation and Engagement Strategy to the Board. The strategy included the need to ensure that the context of the OAPF and wider LBC position in opposition to HS2 is carefully managed, to ensure that people understand that the OAPF is being produced as a mitigation for the impacts of HS2 on the area, and that it will seek to maximise any benefits for the local community and businesses. The strategy also highlighted that the OAPF is a joint document therefore would need to be branded as such. DO highlighted that it could be beneficial to coordinate consultations with HS2. SH stated that this would be problematic for LBC as the community has walked away from HS2 community forums. All recognised that there would be sensitive issues to overcome.	- Next Strategic Board to consider consultation materials at the next meeting.
6.	AOE		
	ן 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The extent of the impact of HS2 was discussed and SH highlighted the significant issues that the uncertainty of the project was causing for local residents and businesses. SH stated that The OAPF should not frustrate shorter term mitigation of this issue. EL, DO and MH highlighted that there are some potential short	
	t () 	The process, including the creation of more local jobs and the DAPF process, including the creation of more local jobs and the ink to Euston Square. SH agreed to update DO on the LBC position on HS2 blight and mpact on the borough more widely.	
	- N a t - F	Next meeting will be required to occur prior to the Cabinet approval of the consultation materials on 24 <sup>th</sup> October. Agreed that early October may be possible. Following this it was suggested that regular quarterly meetings would be appropriate as set out in the ToR.	<ul> <li>Next Strategic Board date in early October – date to be circulated asap.</li> </ul>

# Post meeting note – suggested date for next Strategic Board = $5^{th}$ October.