

Meeting minutes

Euston Community Representatives Group (ECRG)

Meeting date	Tuesday, 19 March 2024
Meeting location	The Wesley Hotel, Euston Street, NW1 2EZ
Meeting time	5:20pm – 7:00pm

Attendees

AA	Amy Allen	Senior Engagement Manager, SCS Area Central
AM	Andrew Morgan	Network Rail
AS	Andy Swift	Client Director – Euston Station, HS2
BW	Ben White	The Euston Partnership
DD	David Demolder (Chair)	Head of Operations, Euston Station IPT
DH	Dorothea Hackman*	Camden Civic Society
FH	Fran Heron	Elected chair Ampthill Sq TRA, elected chair Camden Town DMC, charge appointed member rep Ampthill Sq.
GP	George Plemper	Programme Sponsor, Department for Transport
HGT	Hero Granger-Taylor	Park Village East Heritage Group
HR	Harry Riley	Network Rail
JA	Jill Adam (until 6.30pm)	Euston Director, Department for Transport
JC	John Collins	Project Manager, SCS
JCo	Jonathan Cooke	Senior Communications Manager, Network Rail – ONW
JM	John Myers* (until 6.15pm)	Drummond Street TRA
JT	John Reed	The Euston Partnership
JT	Jeff Travers*	Primrose Hill, Gloucester Avenue
TY	Tom Young	
KL	Kai-Yen Lau	Marketing and Communications Assistant, Euston Station IPT
KH	Kamal Hanif	The Euston Partnership
KF	Katie Fulcher	Senior Interface and Engagement Manager, HS2
MAL	Mary-Ann Lewis	Head of Euston Regeneration, LB Camden

MB	Mary Burd*	Chair of Albert Street North Resident's Association - member of CHARGE and chairs LAEP
MH	Matt Hollier*	Co-Chair Camden Cutting Group
MHo	Myall Hornsby	ONW
MS	Maddelyn Sutton	Head of Engagement – Area South, HS2
MW	Sir Mark Worthington	HS2 Construction Commissioner
NJ	Nick Jones	Head of Delivery, HS2
NK	Natalie Kirkwood (minutes)	Senior Engagement Manager, MDjv
NVK	Neil Van Kervel	Engagement Manager, SCS
PB	Paul Braithwaite	Ex Chair, Air Quality AQGOST
PL	Paul Leighton	Project Director, MDjv
RC	Richard Crathern	HS2, Senior Project Manager - SCS East
RL	Robert Latham	Drummond Street Traders
SF	Samantha Fernandes	SCS
SC	Steve Christofi	Treasurer of the RPE TRA and HS2 Rep
TS	Tim Stockton	
UB	Ursula Brown*	Regents Park Estate TRA
WU	Wali Uddin	Leader of Drummond Street Traders

Apologies

DB	Cllr Danny Beales	Cabinet Member for New Homes, Jobs and Community Investment
JH	Jo Hurford	Air Quality Trees and Open Spaces Working Group
SD	Slaney Devlin	Chair of Somers Town Neighbourhood Forum
SP	Simon Pitkeathley	Euston BID

*ECRG Contact Group

1. Welcome and Introductions

- 1.1 DD introduced the meeting and asked members to note the arrangements for the conduct of the meeting.
- 1.2 **C:** RL had requested the information in minute 3.9 of the last meeting in seven days, but this was not received. Instead he had had to chase this and had also requested this via a Freedom of Information Request. **A:** DD apologised for the delay which was due to a misunderstanding. Delays to responding to questions was the exception as demonstrated by other written answers received by members of this group.

2. Minutes of the Last Meeting

- 2.1 The Group APPROVED the minutes of the November 2023 meeting noting they would now be uploaded to the HS2 website.

3. Euston Economic Impact Assessment Report

- 3.1** MAL explained the summary slides (circulated with the minutes) explaining that the assessment had been developed as a result of the government announcement in March 2023 relating to the design pause of HS2 Euston Station. MAL emphasised that the report is intended to identify potential economic impacts to Euston using a range of hypothetical scenarios.
- 3.2** Questions and comments raised:
- 3.3** **Q:** SC asked MAL to define the boundaries of the Euston Quarter, and whether this includes the Regents Park Estate. **A:** MAL illustrated this using slide 13, with Regents Park Estate sites identified in the Euston Area Plan included in the Euston Economic Impact Assessment (EIA) remit.
- 3.4** **C:** SC expressed concern that this will encroach and impede on the Regents Park Estate. **C:** FH agreed with SC and was concerned about the safeguarding of Ampthill Estate. **C:** UB asked for an assurance that no more green space will be lost. **A:** MAL re-emphasised that the scenarios used were solely to allow economic impacts to be assessed.
- 3.5** **Q:** HGT queried if the boundary used is the same as the Euston Area Plan. **A:** MAL confirmed it is not the same and the report looks at economic impacts in a smaller area.
- 3.6** **Q:** RL asked how many of the new homes will be on HS2 land and how many on existing London Borough of Camden (LBC) land. **A:** MAL responded that zones have been attributed but have not drilled into that level of detail yet as the scenarios had been produced only to allow for economic impacts to be assessed. **C:** RL commented that the figures for affordable housing have reduced.
- 3.7** **Q:** FH queried how many potential jobs would be for local people **A:** MAL stated that the Council will be encouraging jobs to be accessible to local people, there is no specific figure in the EIA.
- 3.8** **C:** TS commented that green space is critically important to people's wellbeing and asked if there is an intention that the amount of green space that has been lost will be re-provided in its entirety throughout the area. **A:** MAL stated that this is part of ongoing discussions with HS2 and is the ambition. It was also noted that HS2 has plans to reinstate open space lost due to its activities based on a number of existing commitments.
- 3.9** **C:** TY stated that the report has not stated how the figures in the assessment will be delivered. **A:** MAL reiterated that the report is scenario setting and further work will be carried out which will get into the detail.

- 3.10 C:** TY commented that the phrase Knowledge Quarter is not a commonly known phrase which seems deliberate, and it is not inclusive.
- 3.11 C:** HGT stated that the report gives the impression that LBC will be involved in the development of Euston Station HS2. **A:** MAL replied that LBC did discuss the inputs with the Euston campus delivery partners to develop the report. **Q:** HGT asked if LBC are confirming that they aspire to be the developers. **A:** MAL stated the report is what someone could deliver, not necessarily LBC.
- 3.12 Q:** SC stated that in terms of planning, the Central Activities Zone (CAZ) has less stringent planning policy than areas outside of it. SC asked if it was LBC's intention to expand this zone as he is concerned about the impacts of this and the impact to Regents Park Estate. **A:** MAL replied that the Local Plan is looking at the CAZ boundary and there is a review ongoing.
- 3.13 C:** JT stated that in the promotion of this EIA report, Cllr Georgia Gould – Leader of LBC, said “a Euston Station is essential to the success of HS2”. JT noted the report gave illusory “success” factors: to bring together the Knowledge Quarter at Euston and the rest of the country via HS2 rail to provide a better hub than Old Oak Common. JT noted such messages were driven by the new “ministerial task-force” for commercial development of ASD land not needed for the four scrapped platforms. **Q:** JT requested the definition of certain terms in the report – Workstream 2, Rev T2 minus, the South Tower, and ASD. **A:** MAL stated that WS2 and T2 are labels given to capacity testing exercises that were completed previously which also included sensitivities on taller development in front of the station whilst exploring the economical development. The potential for a taller building has been explored at the front of the station. ASD is an abbreviation for Adjacent Station Development.
- 3.14** *Post meeting note: 1. JT requested details of the above EIA development scenarios plus an assessment of scenarios without an HS2 Station. LB Camden has been asked to respond to JT on this. 2. JT asked that it be minuted that the action relating to transfer times at Old Oak Common had been marked as Closed as a response would be provided at the meeting. This was not the case. A response will be provided to JT [which he has deemed inadequate].*

4. Project Update

- 4.1** JA, Euston Director for the Department for Transport (DfT) stated that she was pleased to have the opportunity to attend the ECRG following the Network North announcement on 4 October 2024. JA also thanked the attendees for their commitment to the ECRG over the years and provided a verbal update (a summary of which is below).

- 4.2** Government remains committed to delivering HS2 from the West Midlands to central London, with a terminus at Euston. Government is making progress on four key workstreams:
- 4.2..1 work to secure Private Finance and Funding to deliver the new HS2 station.
 - 4.2..2 development of a Delivery Model to support the successful delivery of a transformed Euston
 - 4.2..3 working with DLUHC (Department for Levelling Up, Housing and Communities) and key partners such as Camden to explore development opportunities.
 - 4.2..4 working with HS2 Ltd and NR (Network rail) to develop and test the Transport Requirements for a descoped HS2 station.
- 4.3** The March Spring Budget announcement included the establishment of a Euston Ministerial Task Force to oversee the programme, set strategic direction and facilitate decision making. This will support the successful delivery of the Government's vision for Euston and the ambitious regeneration in the area including those which provide benefits to the local community.
- 4.4** The announcement reconfirmed the establishment of DLUHC-led Euston Housing Delivery Group to explore options with Camden and key partners to deliver regeneration opportunities in the Euston area.
- 4.5** We are working on the delivery model for Euston. We will be advising Ministers on this before the summer and will be able to provide an update then. Government notes the desire from this group for a locally led model and this is one of the considerations.
- 4.6** Positive work continues to develop the right funding packages and financing mechanisms for Euston. This is a complex financing arrangement which may take some time, but we anticipate being able to provide further clarity later this year. As per the Network North announcement, we have been clear that we will not provide design features we do not need. Instead, we will deliver a simplified 6-platform station which can accommodate the trains we will run to Birmingham and onwards and which best supports regeneration of the local area.
- 4.7** It's important to clarify the role of HS2 Ltd following the Network North announcement. They will continue to be responsible for delivering Phase 1 between Old Oak Common and the West Midlands and although a development company will manage the delivery of Euston station, we expect that HS2 Ltd will continue to have a role at Euston including bringing the railway into use (subject to ongoing working following the Network North announcement).
- 4.8** Government, HS2 Ltd and it's supply chain are committed to minimising the impact of the construction pause on the local community. We are working with partners to deliver 'meanwhile uses' on the site. We have already delivered gardens and spaces for arts groups, and we are looking to deliver other opportunities. The Discover Euston Information and Community Hub will be opened this year and will offer a range of benefits to the local community.
- 4.9** Questions and comments raised:

- 4.10 Q:** RL commented that when the Hybrid Bill was passed the accompanying Environmental Statement (ES) stated all works would be finished by 2024. RL requested a new ES be developed for the community to identify what new impacts there may be. **C:** FH and UB agreed with this point due to the delayed delivery of the station. **A:** DD explained that when a new station design and programme are known this will allow an assessment to be made as to whether the existing environmental statement is fit for purpose. This would take account of the scope of works, changes to programme for the delivery and other such factors.
- 4.11 Q:** RL stated that the Prime Minister specified 10,000 new homes in the area which is more than LBC mention in the Euston Area Plan. He would like to know how many homes will be affordable. **A:** JA The ambition remains for up to 10,000 homes. The new Euston Housing Delivery Group will look at housing opportunities with LBC. JA stated that while no decisions have been made on the number of affordable or social homes, the new Euston Housing Delivery Group will look at housing opportunities with LBC.
- 4.12 Q:** FH queried who comprises the Housing Delivery Group? **A:** JA stated this is being set up by DLUHC with LBC and the DfT.
- 4.13 C:** PB was very disappointed that there were no accompanying slides for this agenda item at this would make it difficult to reconcile what had been said at the meeting with the minutes. **A:** JA had thought that a verbal update and discussion would better convey the information but a summary of her update would be provided with the minutes. *Post meeting note: Written summary provided above – see minutes 4.1-4.8.*
- 4.14 Q:** PB stated the Prime Minister had said in his speech in October 2023 HS2 Ltd will no longer be responsible for the delivery of Euston Station. However, this evening JA had said that HS2 will be overseeing the delivery of the Old Oak Common tunnels and will be delivering Euston Station. PB queried why HS2 Ltd are still in the equation. **A:** JA stated that our current assumption is that while HS2 Ltd will no longer be in the lead at Euston and will not be building the new HS2 Euston station, they could oversee the fit out of the railway systems and they will be involved in bringing the railway into use. This is being looked at as part of the work on establishing the right delivery arrangements.
- 4.15 C:** DH commented that HS2 have built the Interim Taxi Rank in Euston Square Gardens East. 11 trees have been felled which has disregarded the importance of trees in a climate emergency. In Euston Square Gardens West trees were felled right before the pause announcement last year. Earlier this year, the regrowth foliage on the stumps of the trees was also removed. DH believes the only explanation for this behaviour is that developers are constrained by the protected view corridors to St Pauls Cathedral and want to build in Euston Square Gardens. **Q:** DH asked why HS2 would destroy a square that should be protected by the

London Squares Act. **A:** JA responded that we do respect the gardens in Euston Square. There is a commitment to reinstate the gardens once HS2 Euston is completed. Currently, there is a positive engagement exercise about what to do in the interim period at Euston Square Gardens West.

- 4.16 Q:** HGT queried how the tunnels from Old Oak Common will be funded. **A:** JA confirmed they are expected to be privately financed.
- 4.17 C:** HGT commented that it has been confirmed the HS2 Euston Station will be six platforms. **Q:** HGT asked why works (in the approaches) are proceeding based on 11 platforms if we are building six. PB also asked why station approach “essential works” are proceeding to the old 11 platform design. JT pointed out that grade separation is not needed for a six platform station and without this, the HS2 platforms could be at the same level as the Network rail platforms without exceeding required track gradients. **A:** JA confirmed that conversations are still ongoing regarding the design of the station but that the HS2 Euston Station will be six platforms. The works ongoing in the area are essential works required regardless of the final station design.
- 4.18 C:** MH reiterated the need for an updated ES. MH further commented that this is a densely populated area which the Hybrid Bill recognised. However, this did not mention 10,000 homes being built. The scale of construction means a lot of the buildings will need air conditioning and the impact on the surrounding existing homes is critical and needs to be looked at, especially in a warming climate. **A:** JA stated that when we have greater clarity on what we are going to build, this will be looked at. JA confirmed that all additional developments will be taken through the appropriate processes for consultations and consent. **C:** DH commented that the ES should inform the planning and not the other way round.
- 4.19 Q:** TY commented regarding the 10,000 homes and commercial development. TY queried how 80% of construction costs is anticipated to be sought from foreign investment (as stated in the Camden analysis). **A:** MAL stated that was just an assumption made whilst producing the economic impact assessment report.
- 4.20 Q:** JT commented on the four platforms that have been scrapped and the area they would have occupied being earmarked for commercial development. The land and properties in this area were Compulsory Purchased for railway use. He asked if the DfT and HS2 will revisit the Compulsory Purchasing of the area and whether they would abide by the Crichel Down rules. **A:** JA stated that work is still going on to consider how much land will be required for the HS2 station (including for emergency exits and construction logistics). We are looking at opportunities for development but this will be taken forward with full regard for policies such as Crichel Down Rules.
- 4.21 Q:** SC commented that works are planned to increase Hampstead Road Bridge based on the last design. SC queried why these works are happening when the

need is obsolete due to the reduced six platform station. SC requested that the DfT query this with HS2 Ltd and instruct SCS to stop extending the bridge. **A:** JA confirmed she will ask HS2 Ltd for details of the work that is being done and feed back. **ACTION 361:** HS2 to explain why it is seeking permission to extend the planned Hampstead Road Bridge.

4.22 C: RL requested a DfT presence at each ECRG meeting. **A:** DD replied that the DfT will be invited to provide further updates as new information becomes available. Based on the information received this evening this will next likely be at the September meeting.

4.23 JA, Euston Director for the Department for Transport (DfT) thanked the attendees for their commitment to the ECRG over the years.

5. Meanwhile Use – Euston Square Gardens West

5.1 KF gave an update on the Euston Meanwhile Uses fund, the Maria Fidelis growing beds, and the NTH Phase 2 co-design with young people in the area.

5.2 Q: FH queried how the young people will be selected. **A:** KF stated that we are planning to work with youth groups such as Fitzrovia Youth in Action to help select the young people we will be working with, and that the intention is that they are local to the area.

5.3 KF shared an updated design for Euston Square Gardens West noting that some of the suggestions made by residents had been adopted.

5.4 Q: DH asked if trees will be planted in the ground. **A:** KF confirmed that as this is a temporary space no permanent trees will be planted. KF further stated that the commitment remains to reinstate and restore the gardens permanently, once works have been completed.

5.5 Q: JT queried spaces allocated for commercial development by LBC. **A:** MAL confirmed nothing has been allocated as yet, the report just shows the potential for this using hypothetical scenarios.

5.6 Q: RL commented that meanwhile uses were to be in place for two years and would like to know how long will they be in use now. **A:** KF stated that we are working on the basis for the spaces to be in use until April 2025, however each site will be reviewed to see if it can be in use for longer.

5.7 Q: PB queried why meanwhile use of Zone 5 was withdrawn and what is there now. **A:** AS confirmed that Zone 5 is now being used for storage. DD added that he understood that it will also contain a construction haul road and that given these constraints had now been judged unviable for commercial development.

6. Flash Report and Works Look Ahead

6.1 These were NOTED.

7. HS2 Update

7.1 **Q:** RL commented that he had compared the Euston Area Plan published in 2017 with the Euston Economic Impact Assessment Report and queried if the priority is now to maximise the development profit. RL also noted that Euston Square Gardens is now called NR development and St James Square space is not referenced which indicates profit over community **A:** MAL stated that the aspirations of the Euston Area Plan still stands, and LBC are exploring how to progress this over the year. The diagram shown in the Economic Report is a zone, and it is not implying that all the land will be used for development. MAL further stated that Euston Square Gardens is still a protected London square.

7.2 **C:** JT stated that there is a schedule 17 application for an extension to Hampstead Road Bridge showing a 10-track approach and the LBC has legal powers to require a new plan for this, reducing it's length. **C:** MAL will look into this.

7.3 **C:** TS questioned the design of the Knowledge Quarter stating that there is no continuity across to Bloomsbury; TS further stated there should be a traffic free connection to these areas. **A:** MAL stated that LBC will work with Transport for London (TfL) in how this can be improved. **C:** FH stated that safety has to be a fundamental part of any plans and referenced the floating bus stops on Hampstead Road as a health and safety issue. FH requested that this was stressed to TfL during discussions with them.

7.4 **Q:** FH queried whether the works on Eversholt Street will be completed before the Interim Taxi Rank opens on 7th April. **A:** NK stated that the aspiration is for the works to be completed, however, there may be a delay of seven days.

7.5 **Q:** TS queried why there is not a stop/go order rather than carrying on with works in the area. **A:** DD confirmed the pause relates to the design of the station. HS2 has authority to continue with enabling works that would need to take place regardless of the design of the station.

7.6 **C:** SC commented that Hampstead Road at the junction with Harrington Square is becoming a danger to pedestrians, which has been further compounded by the installation of a kerbed cycle lane. SC has requested a signalised pedestrian crossing be installed at this location. **ACTION 362:** HS2 to arrange for contractors to discuss safety on Hampstead Road and Harrington Square this with SC.

7.7 There were no comments or questions arising from the Mace Dragados, Network Rail or SCS works update slides.

8. Actions Log

- 8.1 DD asked member to note that any Actions marked Close would be closed unless objections were raised.
- 8.2 DD asked JT to review the Actions Log and advise on items to close. A number of the actions relating to Adelaide Road Head House had now passed.

9. Community Questions/AOB

- 9.1 **C:** JT would like a separate working group created to discuss settlement deeds.
- 9.2 **C:** HGT commented that she had received up to date settlement drawings, however, there are still drawings that are required. **A:** DD asked HGT to let him know via email what drawings are required.
- 9.3 **C:** PB expressed disappointment that none of the eight Ward Councillors had been able to attend the meeting.
- 9.4 *Post meeting note: PB wrote after the meeting that he felt the answer to Advance Question 10 circulated before the meeting unacceptable. He felt that the option of a batching plant should not be discounted as the station was being halved and Euston Square link being removed. This answer has been reviewed and updated in the light of PB's comments adding the following: We recognise the importance of minimising the community and environmental impacts of our work and all options will remain under review. The space will be reassessed once there is an updated design for the station and consideration given to concrete supply, once this information is available.*

10. Feedback

- 10.1 Members were invited to use the QR code in the slide pack or this [link](#) to provide feedback on the meeting.

11. Dates of Next Meeting

- 11.1 It was noted that the next meeting will be held on Thursday 6 June 2024 from 5pm with the meeting starting at 5:20pm.
- 11.2 DD thanked the speakers and attendees and closed the meeting.