

Meeting minutes

Euston Community Representatives Group (ECRG)

Meeting date	Tuesday, 23 September 2025
Meeting location	The Euston Community Hub, North Gower Street, NW1
Meeting time	5:20pm – 7:00pm

Attendees

AS	Andy Swift	HS2 Client Director
BW	Ben White	TEP, Communications and Engagement Director
CAH	Cllr Adam Harrison	Bloomsbury Ward Councillor
DA	David Auger	Camden Cutting Group, Rep for Clarkson Mornington TRA, CHARGE committee member
DD	David Demolder (Chair)	Euston Station IPT, Head of Operations and Stakeholder Management
DKM	Deepika Kanthavara Madhava	Somers Town Community Association
DHa	David Hannon	Project Director, SCS
DH	Dorothea Hackman*	Camden Civic Society
HGT	Hero Granger-Taylor	Park Village East Heritage Group
JM	John Myers*	Drummond Street TRA
JT	Jeff Travers	Primrose Hill, Gloucester Avenue
KL	Kai-Yen Lau	Marketing and Communications Assistant, MDjv
KRH	Kimberley Royer-Harris	Senior Engagement Lead, HS2
MAL	Mary-Anne Lewis	Head of Euston Regeneration, LB Camden
MH	Matt Hollier	Co-Chair Camden Cutting Group
ND	Noemi Drew	Constituency Office Manager, Kier Starmer's Office
NDu	Neil Durrant	Consents and Engagement Lead, SCS Tunnels and Shafts
NJ	Nick Jones	Project Client – Euston, HS2
NK	Natalie Kirkwood (minutes)	Senior Engagement Manager, MDjv
NVK	Neil Van Kervel	Senior Engagement Manager, SCS
PB	Paul Braithwaite	Ex Chair, Air Quality AQGOST
PL	Paul Leighton	Project Director, MDjv
PP	Paige Pryor	LB Camden – Community Partnership
RC	Richard Crathern	Senior Project Manager - SCS East, HS2

RL	Robert Latham	Drummond Street Traders
SC	Steve Christofy	Treasurer of the RPE TRA and HS2 Rep
SD	Slaney Devlin	Somers Town Forum
SF	Samantha Fernandes	Consents and Engagement Lead, SCS Euston Approaches
SN	Sandra Nichols	Mornington Place Residents Association
TS	Timothy Stockton	Resident
Apologies		
AM	Andrew Morgan	Network Rail
CHJ	Cllr Heather Johnson	Regents Park Ward Councillor
CM	Cameron MacLeod	LB Camden
FH	Fran Heron	elected chair Ampthill Sq TRA, elected chair Camden Town DMC, charge appointed member rep Ampthill Sq.
GM	Gareth McGaw	Senior Engagement and Interface Manager, HS2
GO	Gerry O'Connell	Beaumont Walk
MB	Mary Burd*	CHARGE and chairs LAEP
MH	Myall Hornsby	On Network Works
OU	Oli Uddin	Drummond Street Traders Chair
SP	Simon Pitkeathley	Euston Town BID, CEO
TA	Tom Allen	Resident

*ECRG Contact Group

1. Welcome and Introductions

- 1.1 DD opened the meeting and reminded members of the rules for its conduct as set out in the agenda.

2. Minutes of the Last Meeting

- 2.1 The group AGREED the minutes of the June 2025 meeting and NOTED that they will be published on the HS2 website.

3. Actions Log

- 3.1 DD went through the action log and RC provided verbal updates for actions 373 and 374. RC commented that he would assess the feasibility of intermittently reopening the bridge to pedestrians. Please refer to slide 7 in the ECRG slides for September 2025.
- 3.2 Comments and questions

- 3.3 C:** PB commented that on Granby Terrace Bridge there appears to be a 3-metre-wide gap which suggests that pedestrian access could be reinstated and maintained.
- 3.4 C:** RL commented that in Select Committee, they were told the bridge would open in 2024 which has not happened and is making the community isolated. RL further commented that the community is cut off from Mornington Crescent to Drummond Street.
- 3.5 C:** RL also stated that he welcomes that the bridge will be accessible to pedestrians for periods but wanted it noted that this falls short of the mitigation promised. RL requested at least seven days' notice before the bridge closes.
- 3.6 C:** SC commented that the community is entitled to compensation due to the ongoing disruptions which currently do not have an end date. People only agreed to accept closures and mitigations on the basis they were for a limited time. Even if dates were not recorded in the undertakings and assurances, these were examples of where agreement to assurances had lapsed.
- 3.7 C:** RL stated that the House of Lords recommended a compensation scheme; there was a consultation but that effectively stated that things will be mitigated above and beyond what is stated in the Environmental Statement, so the compensation scheme did not progress.
- 3.8 C:** DA stated that even before Select Committee in Parliament concerns about mitigation measures were expressed, for example, it was pointed out that a work compound was being removed before the Granby Terrace Bridge works were completed; DA further stated that the response received was dismissive and promises were made that it will be resolved in the detail. **C:** DA stated that there seems to be no clear idea of programme, and it seems there is poor project management giving rise to delays and cost increases.
- 3.9 C:** HGT spoke about a LB Camden consultation which is proposing closing local streets to traffic. This was to accommodate open space works funded by HS2 under its loss of open space mitigation scheme. HGT noted that this risks further isolating the community due to Granby Terrace Bridge closure and bus stop removals and closures. *Post meeting note: you can find out more and respond to the consultation here [Regent's Park Area \(South\) Safe and Healthy Streets Consultation - We Are Camden - Citizen Space](#)*
- 3.10 C:** DA requested that actions 373 and 374 be treated with more urgency than being noted; DA has raised concerns on numerous occasions with no resolution and would like this escalated to senior decision makers before the next ECRG and an update be provided at the next meeting.

3.11 DD agreed to keep actions 373 and 374 open, the other actions were agreed to be CLOSED.

4. Spatial Planning Update, The Euston Partnership (TEP) Update

4.1 BW presented on spatial planning in Euston; the programme involves the HS2 station, redevelopment of Network Rail Euston Station, upgrades to the tube, and new developments including housing.

4.2 BW further explained that the spatial planning exercise is to look at how everything fits together including public transport facilities. This is not a detailed design exercise but spatial planning which will allow for the later development of a detailed design for the area.

4.3 BW explained that the process was ongoing and he was unable to share spatial plans now, calling it "a complex jigsaw puzzle". He used his slide to describe the factors being considered and advised that the plan will be developing over the next six months.

4.4 **Q:** SC queried if the HS2 station will be funded by the government or privately. **A:** BW stated that the government is still looking for private funding. **C:** SC felt that unless funding is secured, it is unlikely that the full spatial plan will be delivered.

4.5 **C:** SC commented that Euston Bus Station should be integral in the spatial planning for passengers but also for driver welfare facilities. Removing the bus station will become an access barrier for many users of the area. Putting bus stops on Euston Road would hinder passengers travelling to and from the station, especially those with luggage.

4.6 **Q:** HGT has reviewed minutes from the Euston Partnership Board, and it is recorded that TEP is unsure if they are building the HS2 station only or all of the over site development. **A:** BW stated that the big picture for Euston development has remained the same and that the change is in the methodology of delivery.

4.7 **C:** HGT acknowledged that there is some future proofing in the plans, however a priority should be levelling the platforms on both HS2 and Network Rail stations so they are the same for ease of transference for passengers.

4.8 **C:** DA thought the presentation was useful, however he expressed disappointment that public transport elements have yet to be resolved as this has been ongoing since 2016.

4.9 **C:** DA gave feedback of other stations in the UK from a user experience perspective and used Kings Cross and Victoria Station as examples. An integrated public transport service is key for safety and experience. **A:** BW stated that

Transport for London (TfL) are leading on buses and taxis and DA's comments will be fed back.

- 4.10 C:** JT commented that it is concerning that TEP is taking over HS2's original scope and seemingly responsible for delivering the same kind of information that HS2 previously did when this forum first formed, thereby undermining HS2's legally required engagement. **C:** JT commented that the publication of TEP's Euston Integrated Community Engagement Strategy has not yet happened and that ECRG members have not had sight of the document. This must be shared to ensure an integrated approach to Euston engagement is implemented.
- 4.11 Q:** JT queried redacted organisation names on previous published Euston Partnership Board minutes as there are redacted names. **A:** BW replied that the organisations that attend the Euston Partnership Board are the Department for Transport, Network Rail, HS2 Ltd, Lendlease, LB Camden, TfL, the GLA, HM Treasury, the Ministry of Housing, Communities and Local Government, the National Infrastructure and Service Transformation Authority (NISTA) and West Coast Partnership Development.
- 4.12 Q:** JT asked if oversight development/ adjacent site development can be fed into TEP's presentation. **A:** BW stated that consideration is regarding transport elements first, then the plan will be developed further.
- 4.13 Q:** TS stated given that HS2 is coming to Euston there will be an increase in footfall in the area. Has consideration been given to this, including making Euston Road more accessible for pedestrians. **A:** BW stated that Euston Road is not within the scope of the Euston programme. However, he stated that the Euston partners understand the significant impact of the programme on the wider area and, while not responsible for the future development of Euston Road, will continue sharing information and plans with those that are (e.g. TfL, LB Camden).
- 4.14 Q:** TS asked who is making the case in the spatial planning regarding the potential of Crossrail 2 coming into the area as well as HS2. **A:** BW stated that consideration is made for the present with the future fed into the overall plan.
- 4.15 C:** PB commented that it feels like Groundhog Day as he has been engaging on this matter for a decade some of the things that were on the table have disappeared. PB stated his concerns regarding the proposal of bus stops on Euston Road and passenger safety navigating the road, specifically how they will get across the road. In previous designs there was an east/west passageway and connections to international rail services which is not spoken about. **A:** BW answered that the reality is the previous design was unaffordable hence the need to pause and replan. BW further stated that local connections were key, especially connecting Regents Park Estate to Somers Town Estate.
- 4.16 Q:** SN requested clarity regarding connections between stations and queried if it will be similar to Kings Cross and St Pancras Stations. **A:** BW outlined the ambition

to create a seamless user experience by better connecting stations, taxis, and local transport. He acknowledged that achieving this is challenging due to level differences within the footprint. However, BW emphasised that there are opportunities to enhance accessibility and improve navigability across the area.

- 4.17 Q:** MH stated that as we move towards a delivery company this should lead to more structure. He queried how an engagement model will be planned and implemented, when this will happen, and how ECRG members will be involved. **A:** BW answered that this will be developed during 2026, and the Director of the delivery company has already stated that community engagement is key to the success of the project and will be keen to get community members involved. BW further mentioned that the TEP Engagement Plan previously focused on local communities and neighbours, and this is now expanding to include passengers and wider stakeholders.
- 4.18 C:** JT commented that as Phase 2B of HS2 has been cancelled and HS2's OOC will greatly increase dispersal options for current passengers, he thinks the current pedestrian dispersal demand at Euston will greatly decrease not increase.
- 4.19 C:** DHa queried the aspiration of east/west and south/north permeability as he cannot see any changes or provisions that would increase permeability. He is concerned that it has only just been noted that the levels in Euston Station are different to the proposed HS2 Station. **A:** BW clarified that the different levels in Euston Station have been well understood for many years and that he had mentioned in order to remind the group of the topographical challenges of the site.
- 4.20 C:** SC stated that he needs to understand the permeability; he could previously walk Via Hampstead Road to get to Euston Station with accessible infrastructure. SC is disappointed that this has been scaled back as he has spent a lot of time with LB Camden and HS2 to inform the design of permeability of an east/west connection.
- 4.21 C:** DH commented that there is a commitment to re-provide the recreational facility that was St James Garden, and a concourse is not a replacement. **A:** BW confirmed that the spatial activity is still ongoing, and other elements – such as open spaces – will be addressed after the public transport element has concluded.
- 4.22 C:** DA recalled in 2016 he requested that HS2 paused and rethought its plans for Euston, which did not happen and now the scheme is greatly reduced. DA queried the amount of money that HS2 has spent since 2016. **C:** DA continued by stating that some members of ECRG want a more detailed discussion and this can happen in the sub-groups of ECRG.

5. Questions received in advance

5.1 Question one: Old Oak Common to Euston Tunnelling

5.2 Q: Referring to the slide JT asked how Bek Seely can have an impact on the funding of the tunnel as she is not responsible for Euston area. **A:** DD clarified that the text on the slide was from the autumn statement about the whole topic.

5.3 C: HGT requested that we do not use the term 'campus' when describing the Euston area. HGT finds this term offensive. **A:** DD confirmed that it is a term used to describe the Euston transport hub and associated development and does not include the existing residential communities within Euston.

5.4 Question two: Euston Engagement Groups

5.5 C: JT commented that the 'design process' that is ongoing represents RIBA stages 1-3 of the design process. JT further commented that BW's "jigsaw" explanation is meaningless without RIBA-style milestones (e.g. 'design concept' and 'outline design'). **Q:** JT queried whether TEP process included 'Options Sifting and Selection'.

5.6 Q: DA requested ECRG members receive updates from the different engagement groups. **A:** DD replied that this had previously been included in the Flash Report. A slide would be added for future meetings to cover this.

5.7 Question three: British Library and Crossrail 2

5.8 Q: JT stated that provisions for Crossrail 2 is being made and will be let as meanwhile use until needed; JT asked if this is something HS2 are doing in Euston. **A:** DD commented that Crossrail 2 is safeguarded but not funded.

5.9 Question four: No Regrets Works

5.10 C: PB is unhappy with the written response, citing that the government has confirmed HS2 Euston will have six platforms, however, current works such as the Hampstead Road Bridge are for a provision of a 10-platform station, and this cannot count as no regrets works.

5.11 C: JT commented that the demolition of the old Drummond Street substation cannot be no regrets works without a design proposal which could involve retaining it.

5.12 Question five: Undertakings and Assurances (U&As)

5.13 C: HGT commented that she wrote to LB Camden regarding TEP's role in relation to Undertakings and Assurances (U&As) and LB Camden confirmed that HS2 remains the Nominated Undertaker.

- 5.14 DD confirmed that provided the HS2 station is built under HS2 Act powers the U&As will remain valid as they are agreed with the Secretary of State.
- 5.15 **C:** SC commented that statements were made in Select Committee by HS2 about works finishing by certain dates so it is disappointing that there are no time limits on U&As. SC further commented that what happened at the hybrid bill stage is still relevant and assurances attached to Euston Station should not be dismissed.
- 5.16 **C:** DA commented that where HS2 made verbal comments and agreements in Select Committee and it gave MPs the confidence to pass the Hybrid Bill. DA feels as though HS2 misled parliament.
- 5.17 **Question six: Alarm Disturbance**
- 5.18 **C:** DA commented that the response to contact Network Rail and/or HS2 is disheartening as this has been done several times with no resolution. **A:** NVK confirmed that there was a defective house alarm on Park Village East which coincided with reports. This alarm has since been repaired and no further reports of alarm disturbances have been made.
- 5.19 **Question seven: Meanwhile Use**
- 5.20 The slide was NOTED.
- 5.21 **Question eight: multiple received in advance**
- 5.22 **C:** RC confirmed that we monitor the area for subsidence and have been doing so for many years and he can confirm that HS2 works have not caused subsidence in the area. Please refer to slide 20 in ECRG slides for September 2025
- 5.23 **C:** DA stated he has been misled many times by HS2 and would prefer to see the subsidence raw data so it can be analysed independently. He stated that HS2 previously refused to share this information. Due to lack of trust, DA does not believe that the subsidence issues pre-date HS2 works.
- 5.24 **Q:** SN queried why the hoardings have deteriorated already. **A:** RC explained that this is currently being looked into and there are plans to refresh them. The current hoarding was installed in 2021 and has a life span of 3-4 years. Please refer to slide 20 in the ECRG slides for September 2025
- 5.25 [Please note that this item was considered after RL had to leave the meeting – further comments from him may be added to the updated minutes]

6. Works Lookahead

6.1 The lookahead was NOTED. The Flash Report would now be replaced by newsletters with an update on the Working Groups will be included in the ECRG slides.

7. HS2 Updates

7.1 **Q:** SC mentioned road closures on Regents Park Estate as part of LB Camden Healthier Streets Scheme and wondered if HS2 is aware of this. SC also noted that this scheme is being funded by HS2 compensation and wanted to make the point that mitigation is not road closures. **A:** DD confirmed that HS2 is aware and are working with LB Camden regarding timing of work to ensure they are coordinated with HS2 works and also the upcoming Euston Towers works. **C:** SC further commented that with all the ongoing and new works taking place in the area that the community deserve compensation as the disruption is too much.

7.2 **C:** HGT noted that the LB Camden consultation does not mention HS2 which gives the impression that it is not being coordinated. **A:** MAL welcomed a discussion outside of this meeting.

7.3 **Q:** JT questioned where a retaining wall was being installed. **A:** DD explained that this is north of Drummond Street and is a continuation of the wall which was partially built before the pause and explained this support demarks the site boundary. The new works were to install a capping beam on the piled wall.

7.4 **C:** DA stated that the Network Rail assurance regarding the access point only being used for an emergency has disappeared as the Route Managing Director who provided it has left. **ACTION 377:** MHo to provide an update on the use of the NR access point being for emergency use only.

7.5 **C:** JT noted that the headhouse on Adelaide Road is the most impacted area in Camden and requires a much larger hoarding. JT requested a feasibility study.

8. AOB

8.1 None

9. Meeting Dates

9.1 DD thanked attendees and closed the meeting. DD advised that the next meeting date is **Thursday 27 November 2025** taking place in the Euston Community Hub on North Gower Street.

9.2 *Post meeting note: The meeting dates for 2026 will be:*

Thursday March 19

Thursday June 11

Thursday September 24

Thursday November 26