

Paul Robinson

From: [REDACTED]
Sent: 11 January 2018 15:44
To: [REDACTED]
Subject: RE: Euston visuals

[Redacted content not relevant to request]

Importance: High

[REDACTED]

The active perimeter was always as we know going to be a runner, not least as they need to animate the 'place' at least in some way and Treasury need it to cross fund the station works. The frontage/Euston Square Gardens/bus station is going to be a political nightmare unless they try harder and deliver some creative alternative public benefit. Camden will not move the gardens unless there is substantive public benefit from doing so and they are not keen on a bus station, preferring a dispersed bus arrangement. TfL are insisting on a bus station.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 11 January 2018 15:11
To: [REDACTED] <[REDACTED]@london.gov.uk>
Subject: RE: Euston visuals

Thanks [REDACTED] The +ve is that it looks deliverable which is probably why this had ended up being their preferred option + it has its good points to be fair. The frontage along Euston Road and the reconfigured gardens are an improvement over existing situation, and active frontages/ building blocks along the perimeter are a positive.

[REDACTED]

[REDACTED]



[Remainder of email not relevant to request]

Paul Robinson

From: [REDACTED]
Sent: 11 December 2017 12:13
To: [REDACTED]
Cc: [REDACTED] Camden.gov.uk; [REDACTED]
Subject: Re: LBC & GLA workshop on RIBA 2/masterplan key issues

Thank you [REDACTED] very helpful. We'll be prepared to provide some key points to enable constructive discussion.

Kindest regards

[REDACTED]

[REDACTED]

— Martin

From: [REDACTED]
Sent: Monday, 11 December 2017 11:47
To: [REDACTED]
Cc: [REDACTED] Camden.gov.uk; [REDACTED]
Subject: LBC & GLA workshop on RIBA 2/masterplan key issues

Hi [REDACTED] & [REDACTED]

We have a workshop scheduled for this Thursday to cover both RIBA 2 and the masterplan key outstanding issues (currently 10am to 1pm, but I'm going to amend to 11am to 1pm).

The following agenda is proposed:

1. Introductions and purpose of meeting
2. Stocktake on 2017: Key issues arising during masterplanning and HS2 RIBA 2 stage station design work
3. Discussion regarding priority actions for all for 2018
4. Next steps

To assist, I've put together a list of key issues taken from previous comments that could form the basis of the discussion, but welcome your views at the meeting. DfT and NR as contracting partners for the MDP have been invited to attend.


Ref	Summary of issue	RIBA
1	It is unclear who would deliver new bus facilities, and how it can be phased inline with delivery of other projects	MP
2	RIBA 2 linear bus station - barrier created by 'wall of buses'	RIBA
3	There is no clear solution or proposal to improve E-W cycling connectivity	RIBA
4	There is inadequate provision of cycle hubs to the east of the rail stations	MP
5	Impacts of cycle parking on public realm	RIBA
6	More consideration is needed in terms of how we cater for a significantly higher volume of cyclists accessing Euston and the surrounding area	MP
7	Taxi rank capacity is excessive	RIBA
8	Ground level OSD servicing - adverse impact on public realm and placemaking	RIBA
9	Proposed OSD quantum lacks ambition - greater consideration of development over stage B1 of HS2 station required	RIBA
10	HS2 station footprint should be more compact	RIBA

11	North – south link – open to air, green, public, active frontages, separate or combined with station uses	RIBA
12	Phoenix Road to Robert Street – development to line it (active frontages), open to air, green, active frontages, separate or combined with station uses – generous proportions	RIBA
13	Drummond St to Doric Way - route not aligned with Drummond Street or Doric Way (linked to 'compact station' above	RIBA
14	Pedestrian modelling - Further work to be undertaken to demonstrate how the masterplan improves permeability across the area and how it distributes passengers in/out of the area	MP
15	Adequate provision of green open space	RIBA
16	Euston Square Gardens – only consider reorientation/reconfiguration if can demonstrate place making benefits and that the space will be genuine open space, not spill over space for the station	MP
17	Extension of Cobourg Street - needs further consideration on merits and impacts on road network	MP
18	NR concourse proposals and integration with HS2 - impacts on pedestrian modelling and permeability. Does HS2 design constrain NR design?	RIBA
19	Extent of retail provision and impact on local shopping centres	RIBA

I hope the session will be a useful exercise to understand the key issues and who may consider them going forward.

Many thanks



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Paul Robinson

From: [REDACTED]
Sent: 05 December 2017 17:15
To: [REDACTED]
Subject: Fw: Euston Stations Masterplan

FYI

Sent from my BlackBerry 10 smartphone on the O2 network.

From: [REDACTED] <[REDACTED]@hs2.org.uk>
Sent: Tuesday, 5 December 2017 16:41
To: [REDACTED]
[REDACTED]@communities.gsi.gov.uk)
Cc: [REDACTED]
Subject: Euston Stations Masterplan

Dear Euston Sponsor Working Group member,

You will shortly receive an automated link from HS2's EB system to the final copy of the Euston Stations Masterplan completed by HS2 Ltd's consultants Wilkinson Eyre and WSP. Please follow this link to download a copy of the document. The document has also been sent to members of the Euston Management Board. If you don't receive it by COP tomorrow, please check your spam or junk email box. Please find an explanatory and contextual note to the Masterplan below.

This document has been developed by the Masterplan Design Team and provides the main background information, analysis, activities, outcomes from the masterplanning process undertaken, and their recommendations. It is recognised that all stakeholders may not necessarily agree with everything contained within the document, and the views expressed in this document are those of the Consultant's which may not necessarily reflect those of HS2 Ltd. Network Rail, and the Department for Transport, as landowners, will be formally issued with this document as an outcome of the Masterplan Design commission following this being sent to yourselves first.

This masterplan is not exhaustive and has been developed to inform various other activities underway or due to commence in 2018, including the HS2 RIBA 3 Stage Station Design; Network Rail's feasibility and business case work in relation to the potential redevelopment of the Conventional Station; LB Camden's Planning Brief; TfL's considerations around surface transport provision; and the development of the proposed Crossrail 2 scheme design amongst others. Importantly, it also forms the basis of the 'Baseline Euston Stations Masterplan' which forms part of the MDP contract. This Baseline Masterplan relates to the development plots contained within the Plan, both in terms of location, and overall developable areas. MDP bidders, and the appointed MDP may wish to recommend changes to the development plots and propose increases in the developable areas. Any changes to the Baseline would be subject to review and agreement by HS2 Ltd, DfT and Network Rail, as part of the development and approval of the appointed MDP's business plan, and formal change control processes.

Development plots above the HS2 station align with the HS2 RIBA Stage 2 Station Design. Development plots above the Network Rail station are indicative at this stage, and subject to the outcome of the further work mentioned above. The Masterplan also contains options and proposals in relation to surface transport. It should be noted that at this stage, these are presented as possible alternative proposals to the existing agreements between HS2 Ltd and TfL which were developed during the Hybrid Bill process. These remain the agreed position unless and until alternative proposals are formally agreed between all the relevant parties. The Masterplan also contains options in relation to interchange and potential CR2 station entrances. These are subject to Network Rail's feasibility work, and formal agreement between Crossrail 2 and Network Rail at the appropriate point in time. The Masterplan also contains an 'additional opportunities' section. This presents ideas from the Masterplan Design Team on potential additions or improvements to the Baseline Masterplan. These have not been subject to technical due diligence by either HS2 Ltd or Network Rail and represent uncoded and unfunded ideas for consideration.

As you will already be aware, the Masterplan depicts a 'reorientated' Euston Square Gardens. Later in the document, alternative plans are provided which depict the Gardens reinstated in its existing location. HS2 Ltd and the landowners are aware that any change in nature or location of the Gardens is subject to approval under the appropriate Act; public consultation; and the benefits associated with any change will need to be clearly articulated. Further work is needed in design terms and to understand and present the potential benefits than has been possible in this Masterplan commission, and will need to happen in the future. Unless and until any change is formally agreed, HS2 Ltd Station colleagues will continue to plan for both eventualities – i.e. both a reinstated and reoriented Gardens. This allows for sufficient flexibility as the Masterplan evolves, yet maintains existing commitments established in the High Speed Rail Act.

Upon completion and approval of the business planning process, the appointed MDP will start the preparation of a masterplan which will evolve into an Outline Planning Application. This future masterplanning process will encompass all of the necessary research, studies, and engagement processes which were out of scope of this 2017 masterplan commission. This will inevitably mean that some aspects of the masterplan will evolve and change to respond to feedback and new information that is generated and arises over time. It also provides an opportunity to seek local views on the proposals that the MDP will be putting forward.

We very much welcome your comments on this masterplan. In particular, it would be useful to understand which areas, in your opinion, may benefit from further focus or consideration in the next stages of this project. We have asked your EMB representative to email any comments to Tom Venner and Karen Campbell, as I am leaving HS2 Ltd at the end of next week. It would be helpful if, rather than a myriad of comments from different sources, you could supply one organisational response, highlighting particular key issues or priorities. We would be grateful if you could provide these by the 5th January. In addition, detailed comments that have arisen through the masterplanning process have been tracked as part of this process, and will continue to be used as a record of stakeholder comments and concerns.

Please note that the Masterplan is being sent in confidence, and we ask you to be mindful that HS2 Ltd is currently in the midst of various procurement processes, for which this material relates, including the HS2 RIBA 3 Station Design, HS2 Station Construction Partner, and Master Development Partner. This material may also be sensitive in relation to any possible future procurements by HS2 Ltd or Network Rail. We therefore request that you maintain clear document control protocols in relation to the Masterplan, and only share this with relevant internal personnel, and do not disclose this externally to your organisations.

Finally, may I take this opportunity to thank you for all your support and collaborative approach to the development of this plan.

Kind regards,

■■■■■

■■■■■ | Head of Euston Masterplan | HS2 Ltd
Mobile: 07801 ■■■■■ | ■■■■■ [hs2.org.uk](https://www.hs2.org.uk) |

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Paul Robinson

From: [REDACTED] <[REDACTED]@camden.gov.uk>
Sent: 17 May 2017 21:20
To: [REDACTED]
Subject: RE: New London Plan OA update

Hi [REDACTED]

Please see below for suggested edits in the first instance- might need to revisit later in the process.

12 Euston

Area (Ha): 85

Indicative employment capacity: 7,700 – 14,100 depending on station design and constraints

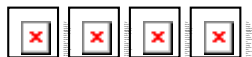
Minimum new homes: 2,800 – 3,800 depending on station design and constraints

OAPF progress: 3

Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the CAZ. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to reconfigure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the **Knowledge Quarter** adjacent university quarter. The 'Euston Area Plan' was adopted in January 2015. This was produced by the GLA, working with TfL and Camden Council. This will help to shape change in the area over the next 15-20 years and provide a framework for planning decisions. This plan is **being** **was** produced partly in response to the current proposal for a new High Speed rail link (HS2) from London to the North and Scotland and to reflect and update previous plans and aspirations for development in and around the station. **A Planning Brief is now being produced by Camden Council with support from GLA and TfL for the area around Euston Station to provide more detail to guide station and over site development design.**

[REDACTED]
[REDACTED]

Telephone: 0207 [REDACTED]



From: [REDACTED] [mailto:[REDACTED]@london.gov.uk]
Sent: 17 May 2017 15:56
To: [REDACTED]@camden.gov.uk>; [REDACTED] <[REDACTED]@Camden.gov.uk>; [REDACTED]@tfl.gov.uk>; [REDACTED]@TfL.gov.uk>; [REDACTED]@tube.tfl.gov.uk>
Subject: RE: New London Plan OA update

Hi folks,

Just a gentle reminder if you've got anything in particular you want to include at this stage (there'll be others so don't panic).

Many thanks

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 04 May 2017 09:51
To: [REDACTED]
Subject: New London Plan OA update
Importance: High

Hi all,

We are seeking to initially update/revise the relevant sections of the London Plan in relation to Opportunity Areas and then pull all together to present a comprehensive new chapter on growth areas in the draft Plan.

I've extracted below the relevant part concerning Euston on page 360 and wanted to ask whether you had any particular points you wanted to make and/or include as part of a new section. I want to reference for instance CR2 of course and the importance of delivering economic, community and environmental benefits including surface transport improvements etc.

The term 'OAPF progress 3' simply means that the plan is adopted (FYI: 1- Proposed; 2 - In Preparation; 4 Under Review).

We'll have time later to review again but just wanted to seek you're initial thoughts ASAP.

Kindest regards

[REDACTED]

[REDACTED]

12 Euston

Area (Ha): 85

Indicative employment capacity: 7,700 – 14,100 depending on station design and constraints

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Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the CAZ. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to reconfigure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the adjacent university quarter. The 'Euston Area Plan' was adopted in January 2015. This was produced by the GLA, working with TfL and Camden Council. This will help to shape change in the area over the next 15-20 years and provide a framework for planning decisions. This plan is being produced partly in response to the current proposal for a new High Speed rail link (HS2) from London to the North and Scotland and to reflect and update previous plans and aspirations for development in and around the station.

#LondonIsOpen

Paul Robinson

From: [REDACTED]
Sent: 17 May 2017 09:36
To: [REDACTED]
Subject: RE: OAs and the new London Plan

Thanks, and sorry to push but it needs to go round the other teams before going to Jules

[REDACTED]

From: [REDACTED]
Sent: 17 May 2017 09:35
To: [REDACTED]
Subject: Re: OAs and the new London Plan

Yes of course, I was in the process of discussing with Camden but will update provisionally tomorrow.

[REDACTED]

Sent from my BlackBerry 10 smartphone on the O2 network.

From: [REDACTED]
Sent: Wednesday, 17 May 2017 09:32
To: [REDACTED]
Subject: RE: OAs and the new London Plan

Hi [REDACTED]
This is what the current plan says about Euston – can you update with the work on masterplan, and any key policy issues that must be addressed.
Could I have this by tomorrow? I need to circulate before the end of the week.

Thanks

[REDACTED]

Area (Ha): 85
Indicative employment capacity: 7,700 – 14,100 depending on station design and constraints
Minimum new homes: 2,800 – 3,800 depending on station design and constraints
OAPF progress: 3
Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the CAZ. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to reconfigure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the adjacent university quarter. The 'Euston Area Plan' was adopted in January 2015. This was produced by the GLA, working with TfL and Camden Council. This will help to shape change in the area over the next 15-20 years and provide a framework for planning decisions. This plan is being produced partly in response to the current proposal for a new High Speed rail link (HS2) from London to the North and Scotland and to reflect and update previous plans and aspirations for development in and around the station.

From: [REDACTED]
Sent: 27 April 2017 14:42

To: [REDACTED]
Subject: RE: OAs and the new London Plan

Thanks.

Might be worth giving an indication of what that short section should look like and contain specifically otherwise I can see you might get inundated with all manner of things including re-writes of existing sections, bullets, headline figures etc.

If we want to be short, punchy worth and presentational (particularly where an OAPF is in place) isn't it worth just highlighting key points emphasising delivery or is that simply too simplistic?

Will think about it however of course, jot a few things down generally and specifically and we can discuss as you say.

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 27 April 2017 14:21
To: [REDACTED]
Cc: [REDACTED]
Subject: OAs and the new London Plan
Importance: High

Thanks to you all for providing the governance information. I now need to ask for your assistance in preparing the OA policies/updates for the new London Plan. First draft policies are going to Jules on 11 May. Could you all consider what policy wording is required for your OA. This is more than updating the existing text, as we are proposing a new structure for the OAs – they will sit within the growth corridors. I've attached the paper that has gone to Jules with a suggested 'Crossrail 2 North' section, and the map of all the Growth Corridors. The plan is that the OAs will be grouped into these corridors with a strategic spatial policy, followed by short sections on each OA. Could you send me your drafts/ideas/suggestions by close Friday 5th. This is still work in progress so it does not need to be the final wording, but an indication of the issues and key points that the new policy should address. I will try to talk to you all individually over the next week about this. Once we have a view from Jules we will build on the drafts ready for a workshop with the Deputy Mayors in June. It would be useful if you could list the OAs you will lead, so I can identify the gaps.

Thanks

[REDACTED]

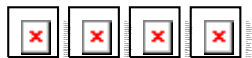
Paul Robinson

From: [REDACTED], [REDACTED] <[REDACTED]@camden.gov.uk>
Sent: 11 May 2017 16:29
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: key design issues for camden

As discussed. Any thoughts let us know.

[REDACTED]
[REDACTED]

Telephone: 0207 [REDACTED]



From: [REDACTED]
Sent: 09 May 2017 22:47
To: [REDACTED]@camden.gov.uk>; [REDACTED]@Camden.gov.uk>; [REDACTED], [REDACTED] <[REDACTED]@Camden.gov.uk>
Subject: key design issues for camden

Hello

Trying to map out key design issues that we have raised through the Wilkinson Eyre meetings so far:

1. Station orientation/focus – importance of designing the station to interact and embrace with regeneration potential at Hampstead Road/Camden Town and also with Somers Town – outward looking station all around
2. Concourse location – options for concourse location need to be thoroughly discussed – central and split concourses need to be considered on an equal footing with the southern, AP3 and no NR redevelopment options
3. Concourse concept in general – consideration of potential for separate arrival and departure spaces – intuitive use of transport interchange rather than collating people into one place
4. Pedestrian/demand modelling – need to understand how people will move around (building on EAP Space Syntax work) – high level options to show impact of moving station entrances/concourses etc should inform evaluation process of options work?
5. Over site development – maximising OSD above stations – options to show differing scales of OSD across the stations – Camden preference for development and open space above stations
6. North – south link – open to air, green, public, , active frontages, separate or combined with station uses
7. Phoenix Road to Robert Street – development to line it, open to air, green, active frontages, separate or combined with station uses – generous space
8. Drummond Street – Doric Way – can the station be reduced in size (as per AP3 scheme) and allow for the creation of a street across the front of the new station
9. Euston Road – preference to resolve crossing and pedestrian/cycle environment at ground level
10. Euston Square Gardens – only consider reorientation if can demonstrate place making benefits and that the space will be genuine open space, not spill over space for the station
11. Taxis – minimise provision for taxis – don't want to replicate Kings X situation with ring of taxis
12. Buses – preference for no bus station but stopping/facilities on street around the station – Euston Road/Eversholt Street

What have I missed?

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

Regeneration and Planning
Supporting Communities
LB Camden

Telephone: [REDACTED]

Web: camden.gov.uk

5 Pancras Square
London N1C 4AG

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Paul Robinson

From: [REDACTED]
Sent: 02 May 2017 15:46
To: [REDACTED]
Subject: Re: Euston Strategic Board (ESB) - 3rd May, 3.30pm - 5pm Committee Room 1, Camden Old Town Hall - Important

Thanks [REDACTED] Very helpful.

Sent from my iPad

> On 2 May 2017, at 15:40, [REDACTED] <[REDACTED]@london.gov.uk> wrote:

>

> FYI

>

> From: [REDACTED]

> Sent: 02 May 2017 15:38

> To: Jules Pipe; Fiona Fletcher-Smith

> Cc: Juliemma McLoughlin; [REDACTED]

> Subject: Euston Strategic Board (ESB) - 3rd May, 3.30pm - 5pm

> Committee Room 1, Camden Old Town Hall - Important

> Importance: High

>

> Deputy Mayor, Fiona,

>

> Just a few points below in relation to the meeting tomorrow which will be Cllr Sarah Haywards last ESB before she steps down of course. You will recall at the last 'special' Board on 1st February, the key agenda item was the Network Rail Strategic Design Options report where it was agreed to drop the 'level deck' option and proceed with the 'split level' redevelopment and refurbishment options. Since then and following Royal Assent as detailed below, Network Rail has been procuring a design team and HS2 has issued its PQQ for the procurement of a master development partner (MDP), in addition to struggling, I might add to progress the Stations Masterplan.

>

> Key updates at ESB expected from HS2 in relation to the Masterplan process and MDP procurement exercise, from Network Rail on Stage B2 (GRIP 2 and design procurement) and from Camden in respect to the Planning Brief and Growth Strategy. Other than these updates there's nothing significant here that you're both not sighted on and/or hasn't been touched upon at the last ESB and ESSRB meetings.

>

> Key papers expected on Planning Brief Key Principles and Growth Strategy update in addition to the minutes of the last meeting.

>

> Key issues at Board are likely to include:

>

> · Masterplan process – need to get this back on track following HS2s weak design approach and lack of engagement;

>

> · Planning Brief Key Principles – to be agreed to guide next stage of Brief and community consultation event;

>

> · Masterplan Developer Partner procurement and Commercial strategy – approach and information to be shared by DfT/HS2 including how we might be involved going forward;

>

> · EMM (Euston Mitigation Measures) proposals and implications for masterplan – information to be shared by HS2 as part of masterplanning work;

>

- > · Joint working, governance, project management – given current workstreams, timescales and issues highlighted above these matters remain critical to successful delivery.
- >
- > ESB Agenda:
- >
- > · 3.30pm - Welcome, introductions, apologies (all)
- >
- > · 3.35pm - Minutes of the last meeting (all)
- >
- > · Nothing specific actioned or to note that won't be covered by updates to be provided under the agenda items below.
- >
- > · 3.40pm – Updates (HS2/Network Rail/Crossrail 2)
- >
- > HS2 - Euston Mitigation Measures:
- >
- > · Euston Mitigation Measures/Throat Optimisation preferred option signed-off by DfT although detail being finalised. This workstream as you were aware explored options to limit disruption to rail passenger services including reducing the number of railway processions needed. The potential mitigations include the lowering of the tracks, moving the tunnel portal closer to the station and avoiding the need to demolish the Hampstead and Mornington Road Bridges and a row of terraces (Granby Terrace).
- >
- > · The GLA, TfL and LB Camden have had very limited engagement in this work to date but on the face of it the approach being pursued appears positive in seeking to minimise both operational and local construction impacts. TfL are happy in principle but need to satisfy itself on the detailed implications.
- >
- > · The GLA, TfL and LB Camden need to be closely involved now as key stakeholders to ensure that any suggested approach does not compromise the GLA/TfL's and LB Camden's assurances regarding the ability to move construction material by rail in particular nor prematurely limit future opportunities regarding the redevelopment and integration of the existing station and OSD (the option being taken forward will for instance affect station layout and reduce OSD along the 'throat').
- >
- > Master Development Partner procurement:
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- >
- > · The PQQ (Pre-Qualification Questionnaire) was issued by DfT on 7th March representing the second key stage following the PIN (Prior Information Notice) published in January in its search for a development partner. After some pressure, Camden and the GLA were able to review the PQQ documentation and make comments but we have not had sight of the final version that went out. The DfT and HS2 were most grateful for our comments as some of the material that had been prepared by their consultants was very poor. The DfT hope to issue the Invitation to Tender (ITT) shortlist in the Summer and we will I trust be given a further opportunity to review and input into the relevant documentation.
- >
- >
- > · We are aware that there is considerable market interest in the Euston opportunity but we're still waiting for the DfT/HS2 to provide a list of potential bidders. The DfT with HS2 and Network Rail are seeking to select a partner by December via the competitive dialogue procurement procedure. Notwithstanding how keen we all are to get a partner on-board, this timescale is very ambitious and it is critical that the process is managed carefully and that Camden and the GLA are engaged appropriately throughout.
- >
- > Network Rail – Design development:
- >
- >
- > · Following the decision to drop the 'level-deck' scheme, the next stage of design development (GRIP 2) over the next year will involve identifying which of the two remaining strategic options (split-level refurb or

redevelopment) is most appropriate to take forward, supported by a Strategic Outline Business Case. Network Rail is currently procuring a design team to progress this workstream and intend to have this in place for mid-June.

>

>

>

> · Clearly we still need to press for and ensure that the split-level re-development option is pursued and in so doing it is critical that this next design stage is accelerated to align with the masterplan (including HS2/CR2/LUL design elements) and Planning Brief timescales to ensure a properly integrated approach. We understand that Network Rail have at least made it clear in their design procurement material our strong preference for the re-development of the existing station.

>

>

>

> · As part of this it is critical of course that long-term funding and commitment for a Stage B2 re-development is secured in a timely way and ties in with HS2s commercial strategy and various station and OSD procurement strategies and businesses cases, including CR2 .

>

> Crossrail 2 – General update:

>

>

> · Awaiting response from Government on the Strategic Outline Business Case submitted in March.

>

>

>

> · In the meantime, CR2 are working with Network Rail on various studies concerning station capacity and facilities and are engaged on the Masterplan and Planning Brief workstreams with the GLA and TfL. They are also preparing material for a public consultation exercise in due course

>

> - 3.50pm - Joint stations masterplanning progress (HS2/WE)

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>

> · As you know Wilkinson Eyre (WE) were appointed by HS2 at the beginning of the year (replacing Grimshaws) to take forward the Masterplan and support WSP who are leading on the HS2 station design work (RIBA Stage 2 currently on-going and RIBA Stage 3 to start early next year). Since then they have working on a 'baseline scheme' and despite repeated requests by Camden and ourselves to be involved there has been very limited engagement. When the scheme was formally shared it caused some reaction from Camden and ourselves as it appeared to lack any ambition or creative design/place-making. Essentially it placed a very large concourse box towards the front of the site with a reconfigured Euston Stations Garden and some OSD wrapped around the site (see attached photos of model made). HS2's rationale, later explained was that this would form the basis upon which to test other options.

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> · Although not an unreasonable starting point this had not been relayed to us and was not the approach we thought we had agreed in respect to the masterplanning process and what was reflected in the Strategic Review you will recall we jointly completed before Christmas. Consequently on 30th March a high level private meeting was held between Sarah Haywood, Fiona (you weren't able to attend) and David Prout, David Higgins and Tom Venner (HS2's relatively new Commercial Development Director and lead on the Masterplan) to discuss matters. Concern about the approach was similarly expressed by both David Prout and David Higgins who stated they had not seen the baseline scheme but that they would ensure our shared issues would be reviewed and that we would be properly engaged.

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> · Since then HS2 have been slow to move on matters and both Camden and I have subsequently had frank and constructive meetings recently with Tom Venner to highlight our on-going issues. For whatever reason, HS2 appear to be struggling and like I had raised with Tom when we met, it appears that he's been caught up in trying to

progress the MDP procurement (much to his credit) but this I think has been at the expense of the Masterplan, compounded too as he admits a relatively inexperienced team supporting him. FYI I understand that HS2 have very recently dropped their planning consultants, Deloitte's because of a concern with their quality of work (certainly the stuff they wrote for the PQQ was very poor as indicated earlier).

>

>

> · Depending on what Tom has to say to update Board tomorrow on the Masterplan process, you may find the discussion somewhat tense as I'm sure Sarah will want to press HS2 on recent events. It is critical however to ensure, given timescales (HS2 want the Masterplan signed-off in the Autumn) and the sheer complexity of the project, that we agree a robust masterplanning process including clear governance. Now that we are being engaged, this is something we are resolving at working group level and I am very hopeful agreement will be reached and we can move on productively.

>

>

> · It is particularly important that we collectively understand the key issues, linkages/interdependencies and potential trade-offs across the various elements of the project (station designs, OSD, possible Euston Square Gardens re-configuration, potential Euston Arch re-instatement, long-term bus arrangements etc.). The buses are a particularly important issue in relation to the masterplan which TfL are live to and have begun work exploring possible options.

[Remainder of email not relevant to request]

Paul Robinson

From: [REDACTED]@hs2.org.uk>
Sent: 24 April 2017 17:21
To: Joyce, David
Cc: [REDACTED] Gibbons, Jessica; [REDACTED]
Subject: RE: Euston Masterplan Working Group

“non HS2 days” sound blissful!

Tomorrow is hideous, but I’m around 14:00-15:00 on Wednesday or, as a fall back, we are together on Friday afternoon.

Tom

Tom Venner | Commercial Development Director | HS2 Ltd
Mobile: [REDACTED] | [REDACTED] [hs2.org.uk](https://www.hs2.org.uk) | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

PA: [REDACTED]@hs2.org.uk

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From: Joyce, David [mailto:[REDACTED]@camden.gov.uk]
Sent: 24 April 2017 17:19
To: Tom Venner [REDACTED]@hs2.org.uk>
Cc: [REDACTED]@london.gov.uk; [REDACTED]@hs2.org.uk>; Gibbons, Jessica
<[REDACTED]@camden.gov.uk>; [REDACTED]@camden.gov.uk>
Subject: RE: Euston Masterplan Working Group

Tom,

Thanks for your email and sorry we haven't yet had the chance to catch up – I have had a couple of 'non HS2' days!

Are you around tomorrow for a chat. Good to hear you have had a positive discussion with [REDACTED] and [REDACTED] updated me on last week's session so it sounds as though progress is being made.

David

David Joyce
Director of Regeneration and Planning

[REDACTED]

From: Tom Venner [[mailto:\[REDACTED\]@hs2.org.uk](mailto:[REDACTED]@hs2.org.uk)]
Sent: 20 April 2017 20:29
To: Joyce, David

Cc: [REDACTED] london.gov.uk; [REDACTED]; Gibbons, Jessica; [REDACTED]
Subject: RE: Euston Masterplan Working Group

David

I'm sorry we didn't speak this afternoon – I have been in back-to-backs all afternoon.

[REDACTED] and I had a very constructive session. The messages I've received all day (from all over the place) are consistent – we need to explain more of the “why” and “how” not just the “what”.

I've seen the comments back from [REDACTED]. These are very helpful.

I will pick up with the team tomorrow.

Thanks and best

Tom

Tom Venner | Commercial Development Director | HS2 Ltd
[REDACTED] | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

PA: [REDACTED] [@hs2.org.uk](mailto:[REDACTED]@hs2.org.uk)

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From: Joyce, David [REDACTED] [@camden.gov.uk](mailto:[REDACTED]@camden.gov.uk)
Sent: 20 April 2017 13:13
To: Tom Venner <[@hs2.org.uk](mailto:[REDACTED]@hs2.org.uk)>
Cc: [REDACTED] london.gov.uk; [REDACTED] [@hs2.org.uk](mailto:[REDACTED]@hs2.org.uk); Gibbons, Jessica
[REDACTED] [@camden.gov.uk](mailto:[REDACTED]@camden.gov.uk); [REDACTED] [@camden.gov.uk](mailto:[REDACTED]@camden.gov.uk)
Subject: RE: Euston Masterplan Working Group

Thanks Tom,

Lets catch up on the phone for a brief chat perhaps once you have met [REDACTED]. Also, I think it is important we get the Jessca-you-Cav-me meeting in the diary. Jessica's PA is chasing this up.

In terms of the concepts Wilkinson Eyre have produced to date, we recognise there have been attempts to pick up some of the aspirations from the EAP, and some of these are from the Arup/Grimshaw Strategic Review (where we expressed concerns about some of the options shown), but the issue is that this has been done without discussion, relying on interpretation and this has not resulted in concepts which we (or from my reading other stakeholders) are happy with.

I've responded to your comments below:

1. Intermodal station - a Euston designed as one single station, a principle set out in the EAP. – This is not from the EAP – the EAP sets out a vision for a comprehensive approach to station redevelopment and an integrated interchange. This is an idea from the Strategic Review, which we supported from the perspective that the stations all need to be designed together at the same

time in a comprehensive way – this does not mean that the station needs to appear as one big building. We feel that a lot of work was done to get to the AP3 design, which still had some significant issues (notably the spine building), but did start to achieve some of the EAP objectives by compacting the station size, reinstating key routes across the station (notably Drummond Street), a centralised concourse, which dispersed people around the station and the potential to link into a new NR station – why is this not being considered as part of the options work – we thought this would have been the starting point?

2. South Public Square - Sarah made the point that we should retain a square of some sort where the gardens are, and this is supported by the relevant Act. – Euston Square Gardens, as you know, is a Protect London Square, the EAP does not suggest its reorientation, though following suggestion from the Strategic Review, we have agreed to consider its reorientation provided wider masterplan benefits can be realised – such as significant uplift in affordable homes, better design/place making objectives etc. The process would require a decision from the council which we have spoken separately about. We have developed some initial principles which we will share with you and the Management Board which should guide any consideration of reorientating the garden – it is not a straightforward thing to do. These highlight the need to ensure the gardens are genuinely replaced, i.e. green and performing a similar amenity role.

3. Central circulation spine - the loathing of the spine building has been consistent and the EAP encourages opening up north/south routes and east/west routes – This is true and we support a new north/south street and welcome the removal of the spine building. The EAP and emerging Planning Brief press for this to be as much like a public street as possible, in terms of scale, design, open to air where possible etc.

4. North concourse/Park - again, the EAP and brief are clear in their desire for open space at the north and an entrance to the station facing Camden Town. – The EAP does support replacement open space in the vicinity of the lost St James Gardens – it does not actually show the space to the north, though depending on the design of this space we don't disagree that this couldn't be made to work. We welcome as many access points around the station as possible.

The fifth concept is that of a southern concourse. – We had a useful workshop session yesterday where an alternative to the southern concourse was shown – we are not convinced of the merit of the southern concourse for a variety of reasons and therefore still want a central concourse option to remain in the mix to be discussed at working and high level as part of a debate about the trade offs between each option. My own view is that the focus on a large entrance to the South is based on where London's centre of gravity used to be rather than the future. King's Cross gives us a glimpse towards (witness the thousands of workers who now walk north when they arrive at the various stations rather than south into Bloomsbury) how things are changing and this is before the development is even complete.

I think the critical point is that due to time constraints and approach, discussion around the merits of the gardens being rotated and the southern concourse in particular are being held without any clear idea of the potential impacts these have on wider place making objectives such as the resulting homes, jobs, public realm and design ambition. In short it doesn't feel like a masterplanning exercise where we can work through the implications of different options.

Our central point and one which is shared by other key stakeholders is that the five principles cannot form the basis of a masterplan until discussion has taken place about their impact.

Following the helpful workshop yesterday I understand we will be sending over thoughts on how the concepts could be adapted to something we can collectively work from – but to emphasise, we don't see how a rotated Euston Square Gardens and a southern concourse can form the basis of a framework, and we hope that this has been understood. These can be options, but shouldn't be

the only options – we need a fair discussion and evaluation of other concepts, particularly one which includes a central concourse before a single overarching approach is alighted at later on the masterplanning process. The remit did originally include the production of 3 options for discussion before a single option is chosen is refined – this process has been completely omitted (something we have consistently raised concerns with). This is unacceptable to Camden and from my understanding virtually all the other senior stakeholders who were at the recent meeting.

Hopefully, the above gives clarity on our position ahead of our discussion.

David

David Joyce
Director of Regeneration and Planning

Telephone: [REDACTED]

From: Tom Venner [[mailto:\[REDACTED\]@hs2.org.uk](mailto:[REDACTED]@hs2.org.uk)]
Sent: 20 April 2017 08:00
To: Joyce, David
Cc: [REDACTED] [london.gov.uk](mailto:[REDACTED]@london.gov.uk); [REDACTED]; Gibbons, Jessica
Subject: Re: Euston Masterplan Working Group

David

Thank you - this is very useful.

I am catching up with [REDACTED] today, so I will review with him in the first instance.

I take your point about the approach of Wilkinson Eyre. As ever, I think much is in the communication and, in particular, the way the design process has been presented. I believe they are an excellent practice and have the right approach to unlock Euston, but we must communicate it better.

One thing I was a little shocked about at ESSRB was the reaction when I said that our first approach has been to design in accordance with the EAP and emerging planning brief. I was expecting a cheer, rather than shock, particularly from Mike! Of the five key themes, at least four (including those my chairman and the DG don't like) are supported by the EAP/Brief.

These are:

1. Intermodal station - a Euston designed as one single station, a principle set out in the EAP.
2. South Public Square - Sarah made the point that we should retain a square of some sort where the gardens are, and this is supported by the relevant Act.
3. Central circulation spine - the loathing of the spine building has been consistent and the EAP encourages opening up north/south routes and east/west routes.
4. North concourse/Park - again, the EAP and brief are clear in their desire for open space at the north and an entrance to the station facing Camden Town.

The fifth concept is that of a southern concourse.

I understand that we need to work on how the four principles above are achieved, but could you confirm that I have not completely misunderstood your planning policy! I am a little worried that we are working on rather massive misunderstandings if the four principles above are not agreed.

Perhaps you could let me know ASAP, as I shall have to consider instructions to the team as a consequence.

Thanks and best

Tom

On 18 Apr 2017, at 15:04, Joyce, David <[REDACTED]@camden.gov.uk> wrote:

[Remainder of email not relevant to request]

Paul Robinson

From: [REDACTED]
Sent: 21 April 2017 12:05
To: [REDACTED]
Subject: RE: Euston Masterplan Working Group
Attachments: RE: MP Renaming

[20170421_1205_1 - Attachment 1]

Thanks [REDACTED] appreciate it.

Yes we are seeking to run through some key elements of the EAP next week when we discuss what principles/themes as indicated below we want to agree as a basis for taking forward the stations masterplan (see attached FYI).

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 21 April 2017 11:28
To: [REDACTED]
Subject: RE: Euston Masterplan Working Group

Thanks [REDACTED] Good to see that David Joyce is back at Camden (he was when we had just started working on the EAP). And it is encouraging to see your conversations below- Camden/GLA on the same page which is fantastic.

This may feel like a bit of a step back, but from reading the emails below, it seems to me that WEA could really benefit from a session with the EAP team, where we just talk them through our ideas for Euston as expressed in the EAP. It would help them, and us all, if they better understood the EAP, from the horses' mouth so to speak, what we want, rather than just what HS2 thinks we want, or they think we want.

Looks like a promising start though. Thanks.

[REDACTED]
Senior Strategic Planner - Urban Design
GLA Planning Unit
Development and Projects

[REDACTED]
e [REDACTED] 4
london.gov.uk

From: [REDACTED]
Sent: 21 April 2017 10:48
To: [REDACTED]
Subject: FW: Euston Masterplan Working Group
Importance: High

FYI [REDACTED] Just gives you a feel of where things stand at the moment...

We've had a fairly challenging week or two trying to 'reset' relationships and the direction of travel but this seems to have proved quite helpful.

Don't worry about next Wednesday as we're still covering off matters of principle before diving into design issues.

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 21 April 2017 08:12
To: 'Tom Venner'; Joyce, David
Cc: [REDACTED] Gibbons, Jessica; [REDACTED]
Subject: RE: Euston Masterplan Working Group

Thanks Tom and yes just to say that it was very helpful to catch-up and much appreciated. Closer ongoing engagement at all levels where we are able to openly share information and views will I think naturally lead to more effective collaboration.

Kindest regards

[REDACTED]

[REDACTED]

From: Tom Venner [REDACTED] [k](#)
Sent: 20 April 2017 20:29
To: Joyce, David
Cc: [REDACTED] [REDACTED] [REDACTED]
Subject: RE: Euston Masterplan Working Group

David

I'm sorry we didn't speak this afternoon – I have been in back-to-backs all afternoon.

[REDACTED] and I had a very constructive session. The messages I've received all day (from all over the place) are consistent – we need to explain more of the “why” and “how” not just the “what”.

I've seen the comments back from [REDACTED]. These are very helpful.

I will pick up with the team tomorrow.

Thanks and best

Tom

Tom Venner | Commercial Development Director | HS2 Ltd
[REDACTED] [@hs2.org.uk](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

[REDACTED] [@hs2.org.uk](#)

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[Rest of email chain deleted - duplicates]

Paul Robinson

From: [REDACTED] camden.gov.uk>
Sent: 20 April 2017 14:00
To: [REDACTED]
Subject: RE: MP Renaming

Hi [REDACTED]

We've liaised with GLA and TfL to pull together a response and suggestions for the revised principles.

We wanted to highlight that its important the work is grounded in the ambition to achieve the following shared outcomes identified in the Strategic Review:

1. New jobs and homes
2. Better public realm
3. Commercial viability
4. Permeability across Euston (from the perspective of the rail passenger and also the local community)
5. Improved interchange (between the 4 stations and with all other surface transport modes)
6. Increased transport capacity

We've taken these and provided some suggested wording below:

1. ~~One station~~ – *this is about interchange – see point 3 below for suggested replacement wording*
2. ~~South square~~ = Maximise development opportunities including above station(s) + High quality public open spaces
3. ~~South concourse~~ = Convenient departure space or spaces + Appropriate transport interchange facilities
4. ~~Central spine~~ = North south street and east west streets at Phoenix Road/Robert St & Drummond Street/Doric Way – Network of streets
5. ~~North concourse / park~~ = Pedestrian egress to all destinations (north, south, east and west)

We think it is too early to state where the concourse should be. We remain unconvinced that the southern concourse is the answer, and think it is critical for an option with a more central concourse and potentially the AP3 scheme as a comparator to be kept in the mix to evaluate against the emerging Planning Brief principles and other agreed evaluation criteria (agreed through the joint working sessions). David Joyce and Tom Venner have been discussing this over email, David has been setting out Camden's concerns more generally and the importance of having informed discussion on the pros and cons of different approaches before the framework is narrowed down – [REDACTED] you will have seen this – do you think its ok to forward to the working group for info I think it would be useful?

Notably we don't see how a rotated Euston Square Gardens and a southern concourse can form the basis of a framework at this stage, and we hope that this has been understood. These can be options, but shouldn't be the only options – we need a fair discussion and evaluation of other concepts, particularly one which includes a central concourse and thorough consideration of implications on over site development, place making and delivery of affordable homes etc before a single overarching approach is alighted at later on the masterplanning process.

Isabelle, Simon, let me know if there is anything I've missed off in this response!

Hope that is helpful, let me know if you need anything else or if it is helpful to discuss.

Telephone:



From: @hs2.org.uk]

Sent: 20 April 2017 12:00

Subject: RE: MP Renaming

Great- thank you.

I collated a list of issues to track from yesterday – will issue tomorrow with a revised programme.

From: [mailto: london.gov.uk]

Sent: 20 April 2017 11:55

To:

Cc:

Subject: Re: MP Renaming

Thanks

We've been considering carefully collectively at this end and will likely send something over in the first instance with a few thoughts.

Kindest regards

From: @hs2.org.uk]

Sent: Thursday, April 20, 2017 11:49 AM

To:

Simon < tfl.gov.uk>; < hs2.org.uk>

Cc: Umesh Gorasia (Umesh.Gorasia@communities.gsi.gov.uk) <Umesh.Gorasia@communities.gsi.gov.uk>

Subject: MP Renaming

Hi all,

Just a polite nudge for any suggestions you have on renaming the 5 “principles”.

█

Regards,

█

Euston Station, OSD - Construction Directorate, HS2 Ltd

Floor 2, 16 Upper Woburn Place, London WC1H 0BS

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Paul Robinson

From: [REDACTED]
Sent: 20 April 2017 15:04
To: [REDACTED]
Subject: FW: Euston Masterplan Working Group

Importance: High

FYI [REDACTED]

Just to reassure again TfL have been fully party to discussions.

[REDACTED]

From: [REDACTED]
Sent: 20 April 2017 14:56
To: Juliemma McLoughlin; Fiona Fletcher-Smith
Subject: FW: Euston Masterplan Working Group
Importance: High

FYI both further to my previous email the other day on the matter.

Just had a productive meet with Tom Venner to try to re-engage with HS2 on the relationship front and its clear that Tom is trying to catch-up recognising that his team haven't been progressing matters effectively (due very much in part to a lack of experience and knowledge on their part as I also discussed with him quite frankly) and that he had been somewhat distant from the process (tied-up with the Euston developer partner procurement process, issues up the line and I sense just trying to figure out whats going on generally). He acknowledged our assistance on the PQQ documentation stating that he felt their planning consultants had not delivered.

I stressed that we had been given very little information and that this had created a vacuum of concern our side which he fully accepted. I prodded him on the constraints and he did helpfully mention the challenge cost-wise of delivering OSD where we want it but agreed that this should very much form part of the masterplanning process in respect to identifying options and trade-offs.

I said that we (Camden/GLA/TfL) would send through our initial comments of the principles and that providing they were more reflective of what we were all trying to achieve we could get agreement and move on.

I think he gets it to be quite honest but has clearly taken his eye off the ball. I emphasised the importance of his personal engagement and the need for him to be more visible at meetings and/or more involved in the masterplanning workstreams and to meet as necessary with senior stakeholder colleagues.

I also highlighted the NR issue regarding the number of platforms (operationally junior NR staff have said they need 15 for long term capacity reasons but we think they can deliver 13 and thereby provide space for some proper activated street development – a key objective in the Euston Area Plan) and he said that Rupert Walker (Senior Euston redevelopment sponsor for NR) was fully on-board but again I indicated that none of this messaging was coming through at working group level.

FYI Camden informed me this morning that Neal Coleman (former Deputy Mayor for Planning and now Euston advisor to Sarah Hayward and its seems pan-London wide consultant troubleshooter!) had spoken recently to David Higgins to express Camdens concern with the way HS2 was handling matters and that David would be speaking to Tom about this. I think David Higgins had just spoken to Tom just before our meeting which is possibly in part why he was more engaging.

So all in all a difficult two weeks on the project but I think productive in flushing out a number of issues and being able to 'reset' relations and the agenda going forward I trust.

As previously indicated I am assisting in arranging a Camden-GLA meeting between you Juliemma and David during when you can discuss Euston/HS2 amongst no doubt many other things! One other matter that is important to touch base with Camden on for instance is the emerging British Library development opportunity.

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 20 April 2017 14:29
To: 'Joyce, David'
Subject: RE: Euston Masterplan Working Group

Thanks David,

I did ask Tom to call you right away to touch base incidentally so I trust you two will speak and we can all move forward now progressively.

Kindest regards

[REDACTED]

[REDACTED]

From: Joyce, David [[mailto:\[REDACTED\]@camden.gov.uk](mailto:[REDACTED]@camden.gov.uk)]
Sent: 20 April 2017 13:13
To: Tom Venner
Cc: [REDACTED] [REDACTED] Gibbons, Jessica; [REDACTED] [REDACTED]
Subject: RE: Euston Masterplan Working Group

Thanks Tom,

Lets catch up on the phone for a brief chat perhaps once you have met [REDACTED] Also, I think it is important we get the Jessca-you-Cav-me meeting in the diary. Jessica's PA is chasing this up.

In terms of the concepts Wilkinson Eyre have produced to date, we recognise there have been attempts to pick up some of the aspirations from the EAP, and some of these are from the Arup/Grimshaw Strategic Review (where we expressed concerns about some of the options shown), but the issue is that this has been done without discussion, relying on interpretation and this has not resulted in concepts which we (or from my reading other stakeholders) are happy with.

[Rest of email chain deleted - duplicates]

Paul Robinson

From: [REDACTED]
Sent: 20 April 2017 11:46
To: [REDACTED] camden.gov.uk'; [REDACTED] Camden.gov.uk'
Subject: Re: Euston Masterplan Working Group

Great thanks, good response covering our main concerns in a constructive way. May just be useful to highlight the importance of better understanding the emerging approach to OSD and how this affects the stations?

[REDACTED]

From: [REDACTED] [mailto:[REDACTED] camden.gov.uk]
Sent: Thursday, April 20, 2017 11:31 AM
To: [REDACTED] [REDACTED] <[REDACTED] Camden.gov.uk>; [REDACTED]
Subject: FW: Euston Masterplan Working Group

fyi

[REDACTED]
[REDACTED]

Telephone: [REDACTED]



From: [REDACTED]
Sent: 20 April 2017 11:31
To: Joyce, David
Subject: RE: Euston Masterplan Working Group

Draft thoughts in response to Tom:

In terms of the concepts Wilkinson Eyre have produced to date, we recognise there have been attempts to pick up some of the aspirations from the EAP, and some of these are from the Arup/Grimshaw Strategic Review (where we expressed concerns about some of the options shown), but the issue is that this has been done without discussion, relying on interpretation and this has not resulted in concepts we can not agree on as they are.

I've responded to your comments below:

- 1. Intermodal station - a Euston designed as one single station, a principle set out in the EAP.* – This is not from the EAP – the EAP sets out a vision for a comprehensive approach to station redevelopment and an integrated interchange. This is an idea from the Strategic Review, which we supported from the perspective that the stations all need to be designed together at the same time in a comprehensive way – this does not mean that the station needs to appear as one big building.
- 2. South Public Square* - Sarah made the point that we should retain a square of some sort where the gardens are, and this is supported by the relevant Act. – Euston Square Gardens, as you know, is a Protect London Square, the EAP does not suggest its reorientation, though following suggestion from the Strategic Review, we have agreed to consider its reorientation provided wider masterplan benefits can be realised – such as significant uplift in affordable homes, better design/place making objectives etc. The process would require a decision from the council which we have spoken separately about. We have developed some initial principles which we will share

with you and the Management Board which should guide any consideration of reorientating the garden – it is not a straightforward thing to do. These highlight the need to ensure the gardens are genuinely replaced, i.e. green and performing a similar amenity role.

3. *Central circulation spine* - the loathing of the spine building has been consistent and the EAP encourages opening up north/south routes and east/west routes – This is true and we support a new north/south street and welcome the removal of the spine building. The EAP and emerging Planning Brief press for this to be as much like a public street as possible, in terms of scale, design, open to air where possible etc.

4. *North concourse/Park* - again, the EAP and brief are clear in their desire for open space at the north and an entrance to the station facing Camden Town. – The EAP does support replacement open space in the vicinity of the lost St James Gardens – it does not actually show the space to the north, though depending on the design of this space we don't disagree that this couldn't be made to work. We welcome as many access points around the station as possible.

The fifth concept is that of a southern concourse. – We had a useful workshop session yesterday where an alternative to the southern concourse was shown – we are not convinced of the merit of the southern concourse for a variety of reasons and therefore still want a central concourse option to remain in the mix to be discussed at working and high level as part of a debate about the trade offs between each option.

I think the critical point is that due to time constraints and approach, discussion around the merits of the gardens being rotated and the southern concourse in particular are being had without any clear idea of the potential impacts these have on wider place making objectives such as the resulting homes, jobs, public realm and design ambition and also with limited information on how people actually move around/could move around the area and use the station in future. This is our central point – these cannot form the basis of a masterplan until wider discussion has taken place about their impact. We do understand that most people currently come out of the station and move southwards, but the gravity of London is spreading outwards and so will the focus of activity, notably regeneration activity, in time. We feel that a lot of work was done to get to the AP3 design, which still had some significant issues (notably the spine building), but did start to achieve some of the EAP objectives by compacting the station size, reinstating key routes across the station (notably Drummond Street), a centralised concourse, which dispersed people around the station and the potential to link into a new NR station – why is this not being considered as part of the options work – we thought this would have been the starting point?

Following the helpful workshop yesterday I understand we will be sending over thoughts on how the concepts could be adapted to something we can collectively work from – but to emphasise, we don't see how a rotated Euston Square Gardens and a southern concourse can form the basis of a framework, and we hoped that this has been understood. These can be options, but shouldn't be the only options – we need a fair discussion and evaluation of other concepts, particularly one which includes a central concourse before a single overarching approach is alighted at later on the masterplanning process. The remit did originally include the production of 3 options for discussion before a single option is chosen is refined – this process has been completely omitted.

[REDACTED]
[REDACTED]

Telephone: [REDACTED]



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From: Tom Venner [REDACTED]
Sent: Thursday, April 20, 2017 7:59 am
Subject: Re: Euston Masterplan Working Group
To: Joyce, David <[REDACTED]@camden.gov.uk>
Cc: [REDACTED] <[REDACTED]@hs2.org.uk>, [REDACTED] <[REDACTED]london.gov.uk>, Gibbons, Jessica <[REDACTED]s@camden.gov.uk>

David

Thank you - this is very useful.

I am catching up with [REDACTED] today, so I will review with him in the first instance.

I take your point about the approach of Wilkinson Eyre. As ever, I think much is in the communication and, in particular, the way the design process has been presented. I believe they are an excellent practice and have the right approach to unlock Euston, but we must communicate it better.

One thing I was a little shocked about at ESSRB was the reaction when I said that our first approach has been to design in accordance with the EAP and emerging planning brief. I was expecting a cheer, rather than shock, particularly from Mike! Of the five key themes, at least four (including those my chairman and the DG don't like) are supported by the EAP/Brief.

These are:

1. Intermodal station - a Euston designed as one single station, a principle set out in the EAP.
2. South Public Square - Sarah made the point that we should retain a square of some sort where the gardens are, and this is supported by the relevant Act.
3. Central circulation spine - the loathing of the spine building has been consistent and the EAP encourages opening up north/south routes and east/west routes.
4. North concourse/Park - again, the EAP and brief are clear in their desire for open space at the north and an entrance to the station facing Camden Town.

The fifth concept is that of a southern concourse.

I understand that we need to work on how the four principles above are achieved, but could you confirm that I have not completely misunderstood your planning policy! I am a little worried that we are working on rather massive misunderstandings if the four principles above are not agreed.

Perhaps you could let me know ASAP, as I shall have to consider instructions to the team as a consequence.

Thanks and best

Tom

On 18 Apr 2017, at 15:04, Joyce, David <[REDACTED]@camden.gov.uk> wrote:

[Remainder of email not relevant to request]

Paul Robinson

From: [REDACTED]s@tfl.gov.uk>
Sent: 15 April 2017 14:53
To: [REDACTED]
Subject: Re: Key principles

Yes I saw that - just managed to wade my way through the 300 emails that have accumulated in my absence - what fun!

Hope you had a good Easter,

[REDACTED], **Sponsorship Manager**
Road Space Management, Surface Transport, TfL

[REDACTED]

On 15 Apr 2017, at 08:39, [REDACTED] <[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)> wrote:

Thanks [REDACTED]

[REDACTED] and I have worked with Camden on a base set of draft principles which were shared and generally accepted at ESSRB last week.

Kindest regards

[REDACTED]

[REDACTED][@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)]

Sent: 14 April 2017 10:13
To: [REDACTED]
Subject: RE: Key principles

Thanks for sight of this, [REDACTED]

[REDACTED]

Sponsorship Manager

Road Space Management - Sponsorship
'Realising road improvements for a better London'

Transport for London, 3rd Floor Yellow Zone 3Y7, Palestra, 197 Blackfriars Road, Southwark, London SE1 8NJ

E: [REDACTED][@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk) | M: [REDACTED]

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From: [REDACTED] [[mailto:\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)]
Sent: 05 April 2017 09:29
To: [REDACTED]
Subject: Fw: Key principles
Importance: High

FYI

From: [REDACTED]
Sent: Tuesday, April 04, 2017 10:34 PM
To: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: FW: Key principles

FYI [REDACTED]

This concerns the planning brief that Camden and ourselves are leading on, not the masterplan (for a change!). We hope to be able through the planning brief to take the lead in setting the agenda and thereby steering the masterplan appropriately (as it should do in any event).

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 04 April 2017 22:14
To: [REDACTED]
Subject: FW: Key principles
Importance: High

FYI and further to earlier recent emails on the matter.

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 04 April 2017 22:11
To: [REDACTED]
[REDACTED]
Subject: Re: Key principles

Thank you [REDACTED] for pulling together and everyone of course for helping. I think we've pulled together a decent set of base principles that build on the EAP which we can use now to share and discuss constructively with the wider group and refine. However many of principles we finally agree isn't necessarily an issue providing as you highlight below [REDACTED] they are clear and concise. There's a few things on reflection this evening I'd want to re-word and re-order for instance subject to others views.

I like what you've done [REDACTED] in presenting the principles diagrammatically. Still not sure about the terms 'normalising' and 'extrovert' from a comms point of view but the visuals really help.

I know we'll be discussing in more detail but might be useful to include some annotation on WE's latest plan and schematic pointing out its shortcomings, consider a further slide demonstrating more clearly/graphically/visually how a 'compact' concourse (southern or central position) can be multi-facing and fit into an urban solution and in relation to making best use of the site/optimising OSD show how development plots can be more effectively and extensively utilised (and perhaps based on some initial engineering/structural insight).

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED]@egretwest.com]

Sent: Tuesday, April 04, 2017 06:12 PM

[20170415_1453 - Attachment 1]

To: [REDACTED]
[REDACTED]
[REDACTED]

Subject: Re: Key principles

Hi [REDACTED]

Thank you for the updated principles. We have drafted a presentation based on the previous principles, see attached. I thought it might be useful to send you an update on where we're at so that we can all consider the evolving principles both in writing and as graphics.

We can obviously redraft these to correspond to the updated text, but we think that there is some merit in not bundling too many points under one heading, to keep each principle clear and to the point - this also make them a lot more punchy graphically.

It would make sense to end on the first point "Best Use of Space", which allows us to zoom out and take a bigger picture view of the area, reaffirming our commitment to making a successful place.

We also think it's quite neat to have 10 overall principles, instead of 7 (we do like our 10 principles).

Your thoughts on the above would be most appreciated.

Best regards,

[REDACTED]

[REDACTED]

Studio Egret West
3 Brewhouse Yard
London EC1V 4JQ

[REDACTED]

@egretwest.com
www.egretwest.com

On 4 April 2017 at 17:08, [REDACTED] <[REDACTED]@camden.gov.uk> wrote:

Hi all,

[20170415_1453 - Attachment 2 - principles
published at; : <http://www.eustonareaplan.info/wp-content/uploads/2012/09/Key-Principles-Euston-Stn-Area-Planning-Brief-220517.pdf>]

Thank you for all your helpful suggestions on the principles. Attached is an amended draft which should incorporate your comments and comments from colleagues at Camden following an internal workshop earlier today.

██████████, in terms of the diagrams to illustrate these, it would be great to have some time to run through them with ██████████ before she's out of the office - do you think it will be possible to send something to us by lunchtime on Thursday (hopefully there shouldn't be anything new here, just reordering/ re-emphasis?!)?

We will also be discussing these principles at the joint working session tomorrow and we are giving internal colleagues until the end of Thursday to provide any additional comments so there may be some further tweaks - sorry - we will try to get these to you as soon as we can. Apologies for the piecemeal nature- hopefully it doesn't cause too many issues and there aren't too many further changes...

Many thanks

□ □ □ □ □

[REDACTED]
[REDACTED]

Telephone: [REDACTED]

From: [REDACTED] [mailto:[REDACTED][london.gov.uk](mailto:[REDACTED]@london.gov.uk)]

Sent: 04 April 2017 11:28

To: [REDACTED]@egretwest.com; [REDACTED]

Cc: [REDACTED]

Subject: FW: Key principles

Good base set of principles to start with. Couple of general observations but we need to ensure that the principles are clear and readily understood and therefore we may wish to refine the wording we use and streamline/combine elements. May be helpful to discuss how prescriptive we want to be with the principles having regard to the balance we need to strike between providing clear direction for the masterplan against current uncertainties surrounding it.

See some initial suggested amendments/comments below in green. I've copied in [REDACTED] as we've had a quick chat about it.

Kindest regards

[REDACTED]

[REDACTED]

From: [REDACTED] [mailto:[REDACTED][camden.gov.uk](mailto:[REDACTED]@camden.gov.uk)]
Sent: 30 March 2017 21:22
To: [REDACTED]
Cc: [REDACTED][egretwest.com](mailto:[REDACTED]@egretwest.com); [REDACTED]
Subject: RE: Key principles

Thanks [REDACTED]

I like these edits – much better, thank you.

On reflection, from discussions coming out of the high level meeting this morning, we do need to reflect the importance of getting the station right for passengers too which I am not sure we gave enough thought to.

Potentially we need something along the lines of a world class transport interchange which is easy to use and well designed (something better than that)... anyone else any ideas?

Thanks all

[REDACTED]

[REDACTED]
[REDACTED]

Telephone: [REDACTED]

<image012.png> <image013.png> <image014.png> <image015.jpg>

From: [REDACTED]@egretwest.com]

Sent: 30 March 2017 12:08

To: [REDACTED]

Cc: [REDACTED]@egretwest.com; [REDACTED]

Subject: Re: Key principles

Hi [REDACTED]

I think you have captured all of our main concerns - we have suggested a few tweaks and added some notes in red below.

We have also regrouped some of the points under new headlines.

I hope it makes sense. Happy to talk through on the phone if helpful.

Best regards,

[REDACTED]

Euston Placemaking Principles

1. Best use of space or Optimise use of space?

- Deliver a fully integrated station and development opportunity providing world class interchange facilities for passengers and make best use of space above and around the station and tracks for new and affordable homes (notably affordable housing), jobs and open space connecting/knitting into the surrounding communities and streetscape.
- Ensure a comprehensive approach to development which fully connects into and complements the surrounding area station design and integration of transport facilities designed to complement surrounding urban fabric.
- Ensuring the station is as compact as possible - minimising land take of the station to maximise space available for public realm, open space, homes and jobs – include in principle below?

2. Normalising the station area - I like the word but is it readily understood? Perhaps keep it simple with something like 'Fully integrated station'?

- Ensure station fits comfortably within a new urban townscape. ~~Breaking down the station volumes~~ through careful and sensitive design of station bulk and massing to ensure that the station doesn't remain or become a barrier.
- Provide a ~~Activity~~ at ground floor ~~all~~ around the station, along new streets/routes and new buildings.

3. A multi aspect and extrovert station – again I think these terms are also perhaps a little too abstract. Can we not combine with principle above and refer to a fully integrated station/transport interchange?

- **No backs or fronts!** Ensuring the station is outward looking in all directions **to foster a stronger relationship with** Camden Town, Tottenham Court Road/Hampstead Road, Kings Cross/St Pancras and to disperse and rebalance activity and economic potential.
- **Create a stronger station presence onto Euston Square Gardens and Euston Road** – do we want to be stating this given the debate in relation to concourse location? I understand what we're trying to do but isn't it perhaps more subtle than this and about sense of place and wayfinding? We mention wanting to make the station more outward looking above.

4. Celebrating the history of Euston

- **Respect** ~~Sensitive approach to~~ existing heritage assets, promoting careful design to ensure opportunities to enhance **character?** are taken where possible.
- **Nurturing opportunities to learn from and honour the history of the site where possible.**

5. Designing for the future - place and use

- **Ensure** ~~Integrating~~ surface transport **facilities are fully integrated** into the new streetscape, **improving user experience, movement and** minimising disruption to local residents.
- Design for the future to mitigate climate change **and improve attractiveness and usability of local environment** through – greening, technical solutions, minimising resource uses, using renewable energy, design and **orientation** of buildings.

6. Boosting the local economy

- Ensuring development helps to foster a mixed economy, supporting businesses of all sizes ~~and~~ **including** start-ups.

- Supporting the development **growth** of the Knowledge Quarter in the area.

7. Quality open space, public realm and social infrastructure - new and reprovion

- Reproviding and enhancing quality **existing (green?)** open space **and maintaining the presence of a green space along** Euston Road. **(can we combine this and the two points below?)**
- Providing excellent quality urban realm, which will help to attract and optimise development opportunities.
- **Positively framing open spaces with buildings of exceptional quality with active ground floors.**
- **Enhance** ~~Reserving the potential for both a retained and a reconfigured~~ Euston Square Gardens **or reconfigure** to improve its function as a public open space
- **Enable meaningful meanwhile uses during the construction period.**
- Retaining mature trees **where possible** and maximising tree planting to **enhance attractiveness of urban realm and** help mitigate air pollution and climate change.

8. A local and regional destination

- **A place that caters both for local residents, businesses and station passengers through a diverse mix of uses and facilities including community and retail/commercial facilities and high quality open space**
- ~~Ensuring new development provides appropriate social, community facilities and new open space to ensure there is adequate infrastructure in place to meet new residents and business needs.~~ **Combine with above point as indicated?**

9. Creating a network of new streets to link into surrounding street network

- A new public green street open to the air connecting north to south **fronted by active uses.** – **perhaps combine with two bullets below?**
- A new public green street open to the air connecting east to west open linking Robert Street and Phoenix Road **fronted by active uses.**
- A new public green street open to the air connecting Drummond Street to Doric Way **fronted by active uses.**
- Addressing and providing for key desire lines as streets and in public spaces.
- **Making a virtue of the level changes across the station, seeing this an opportunity to add to the user experience.**
- **Improving the condition of Euston Road including crossing facilities** ~~Overcoming its Euston Road as a physical barrier.~~

- Increasing area permeability and restoring the historic grain where possible.

10. Flexibility? Need to perhaps more clearly define. Can we not include within principles above.

- Choice of access and exit and circulation - flexible use of station and buildings.
- Maximising opportunities for meanwhile uses across the site to ensure there is activity throughout construction.

[REDACTED]

Studio Egret West
3 Brewhouse Yard
London EC1V 4JQ

[REDACTED]

[REDACTED]

www.egretwest.com

On 29 March 2017 at 18:01, [REDACTED] <[REDACTED]@camden.gov.uk> wrote:

Hi [REDACTED],

As discussed, please see annotated plans attached - one showing key relationships with surrounding communities districts, including key development opportunities and the other showing the front of the station.

Thanks

[REDACTED]

[REDACTED]
[REDACTED]

Telephone: 020 7974 [REDACTED]

From: [REDACTED]
Sent: 29 March 2017 16:44
To: [REDACTED] ([@egretwest.com](mailto:[REDACTED]@egretwest.com))
Cc: [REDACTED]
Subject: Key principles

Hello all

Thanks so much for the help today, and [REDACTED] excellent articulation of our concerns.

[REDACTED] and I have sat down and tried to tidy up the principles we talked about – see below...we've added a few more things in which reflect community concerns and political steers from the past...

Let us know what you think and please suggest edits/ ways to combine

Be useful to get this worked up for next Wednesday if possible.. can discuss tomorrow if helpful on the phone,

Thanks!

Overarching principle: Design Euston as a place first, a new piece of city with a world class station interchange

The key principles set out below are designed to help achieve this overarching principle.

Key principle:

1. Best use of space

- Making best use of space above the station and tracks for new homes (notably affordable housing), jobs and open space connecting/knitting into the surrounding communities and streetscape.
- A comprehensive approach to station design and integration of transport facilities designed to complement surrounding urban fabric
- Activity at ground floor all around the station, along new streets/routes and new buildings
- Sensitive approach to existing heritage assets, ensuring careful design to ensure opportunities to enhance these are taken where possible

2. Minimising the impact of the station

- Ensuring the station is as compact as possible - minimising land take of the station to maximise space available for public realm, open space, homes and jobs
- Ensuring that the station isn't a barrier through careful and sensitive design of station bulk and massing

3. Designing for the future - place and use

- Ensuring the station is outward looking in all directions particularly towards Camden Town, Tottenham Court Road/Hampstead Road, Kings Cross/St Pancras - to disperse and rebalance activity and economic potential
- Integrating surface transport into the new streetscape, minimising disruption to local residents
- Design for the future to mitigate climate change through – greening, technical solutions, minimising resource uses, using renewable energy, design and layout of buildings

4. Boosting the local economy

Ensuring development helps to foster a mixed economy, supporting businesses of all sizes and start ups

- Supporting the development of the Knowledge Quarter in the area

4. Quality open space, public realm and social infrastructure - new and reprovision

- Reproviding quality open space - retain trees, keep some form of green space on Euston Road

- Providing excellent quality urban realm, which will help to attract and optimise development opportunities
- Ensuring new development provides appropriate social, community facilities and new open space to ensure there is adequate infrastructure in place to meet new residents and business needs
- Retaining mature trees and maximising tree planting to help mitigate air pollution and climate change

5. Creating a network of new streets to link into surrounding street network

- A new public green street open to the air connecting north to south
- A new public green street open to the air connecting east to west open linking Robert Street and Phoenix Road
- A new public green street open to the air connecting Drummond Street to Doric Way
- Addressing and providing for key desire lines as streets and in public spaces

6. Flexibility

- Choice of access and exit and circulation - flexible use of station and buildings
- Maximising opportunities for meanwhile uses across the site to ensure there is activity throughout construction

[REDACTED]
[REDACTED]
Regeneration and Planning
Supporting Communities
LB Camden

Telephone: [REDACTED]
Web: camden.gov.uk

5 Pancras Square
London N1C 4AG

Please consider the environment before printing this email.

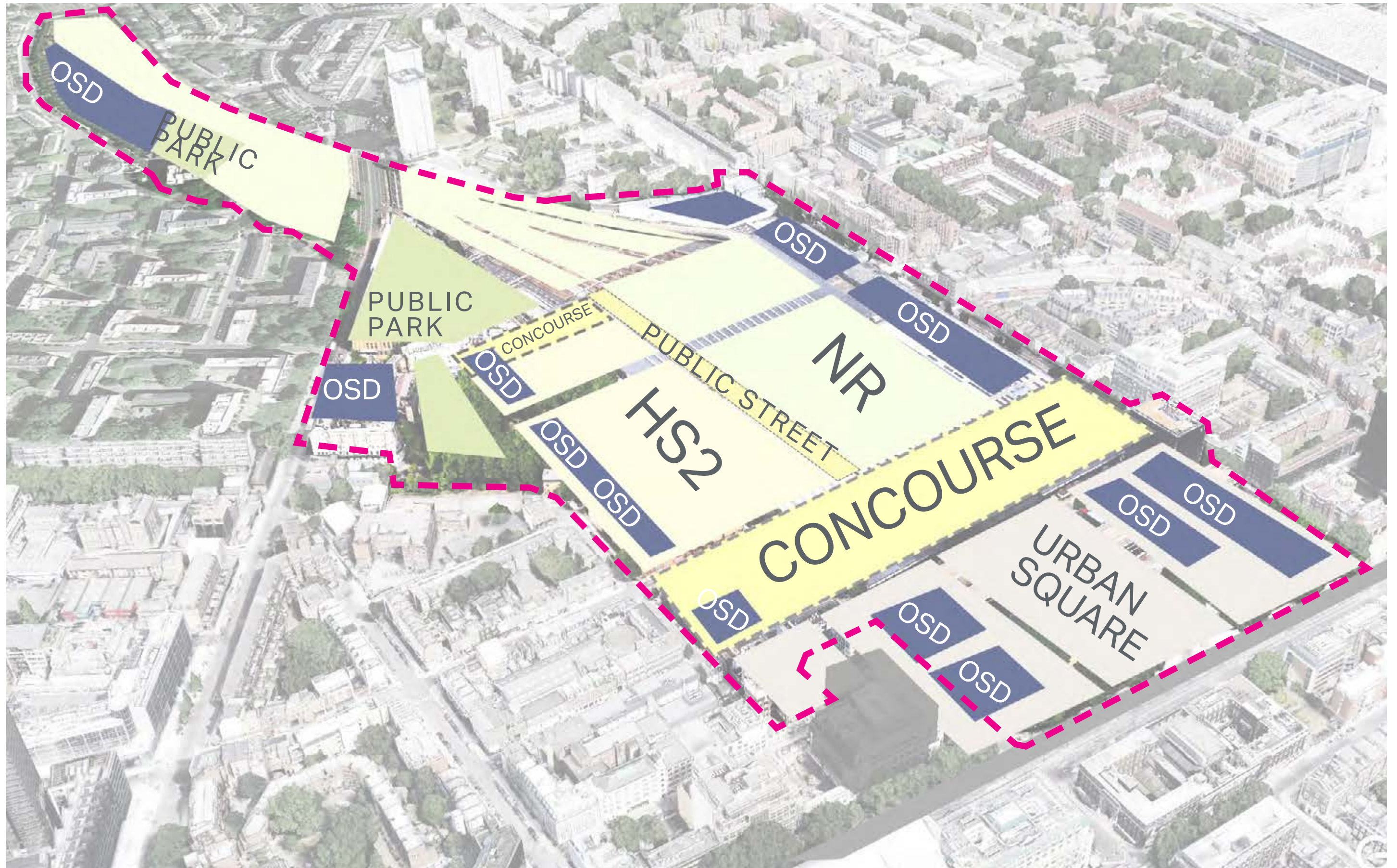


EUSTON STATION

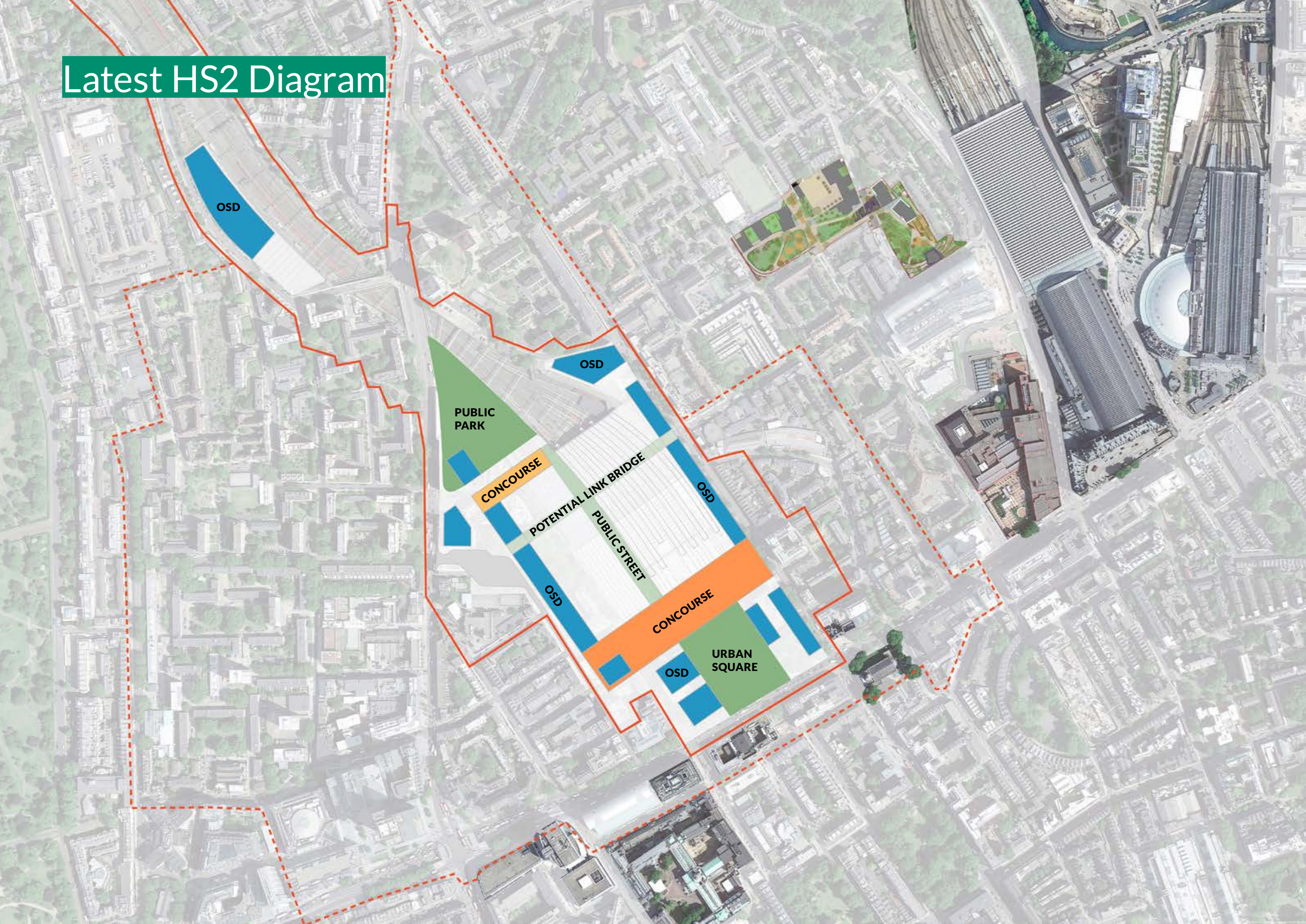
AREA PLANNING BRIEF

London Borough of Camden/
GLA/Studio Egret West/
HS2/Wilkinson Eyre Workshop
April 2017

Latest HS2 Diagram - Received from Wilkinson Eyre



Latest HS2 Diagram



Euston

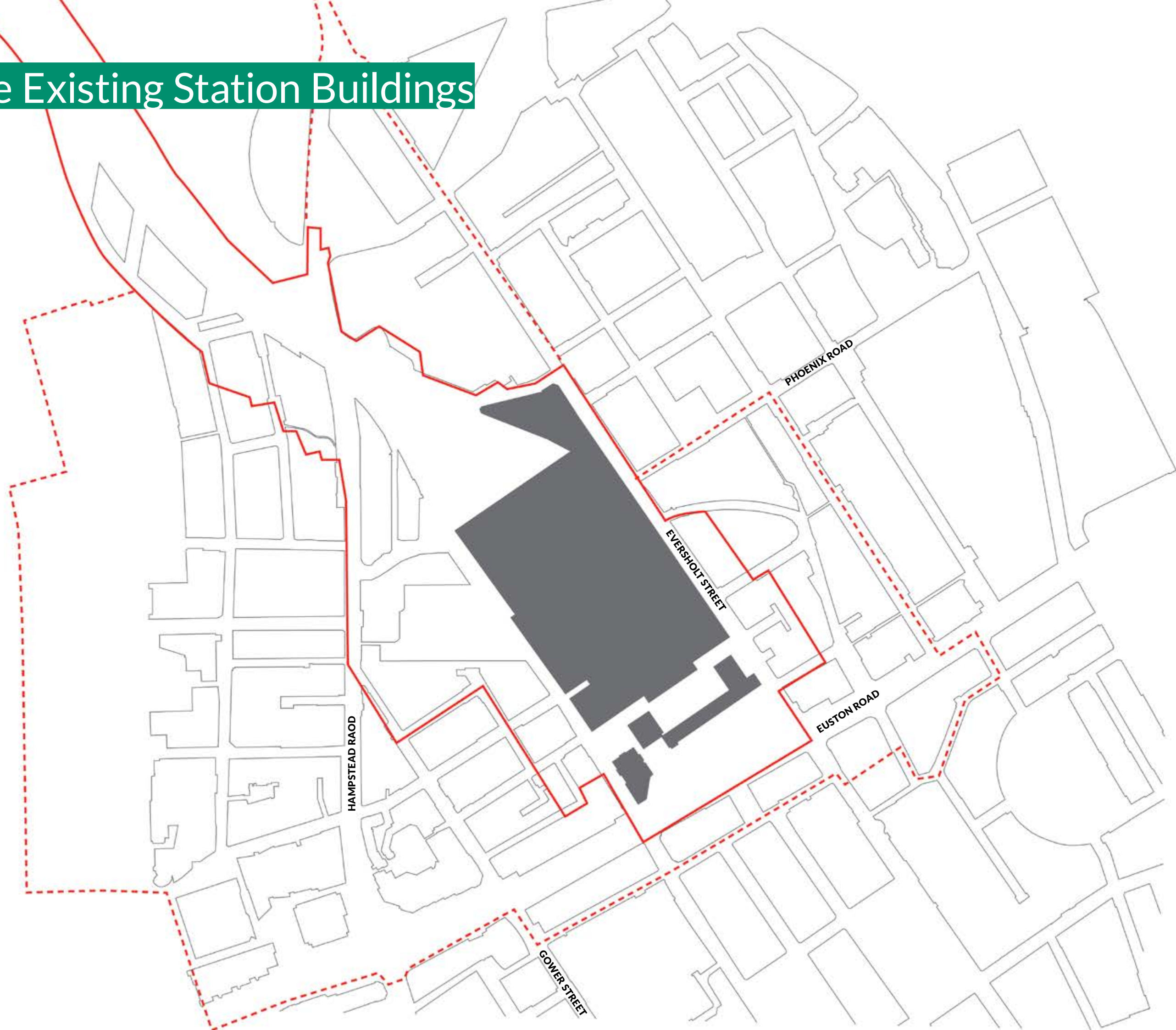
Placemaking

Principles

The Existing Station Area

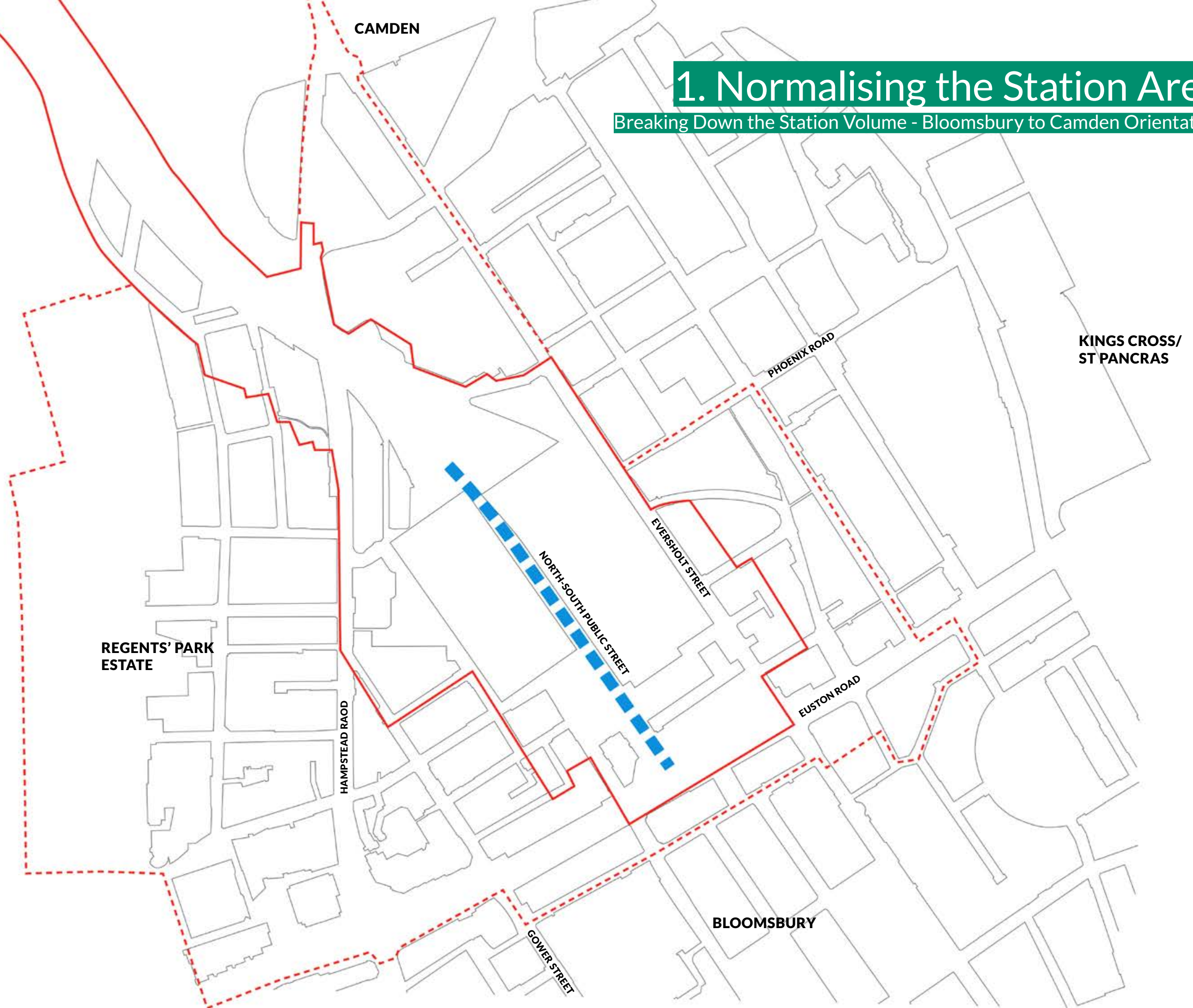


The Existing Station Buildings



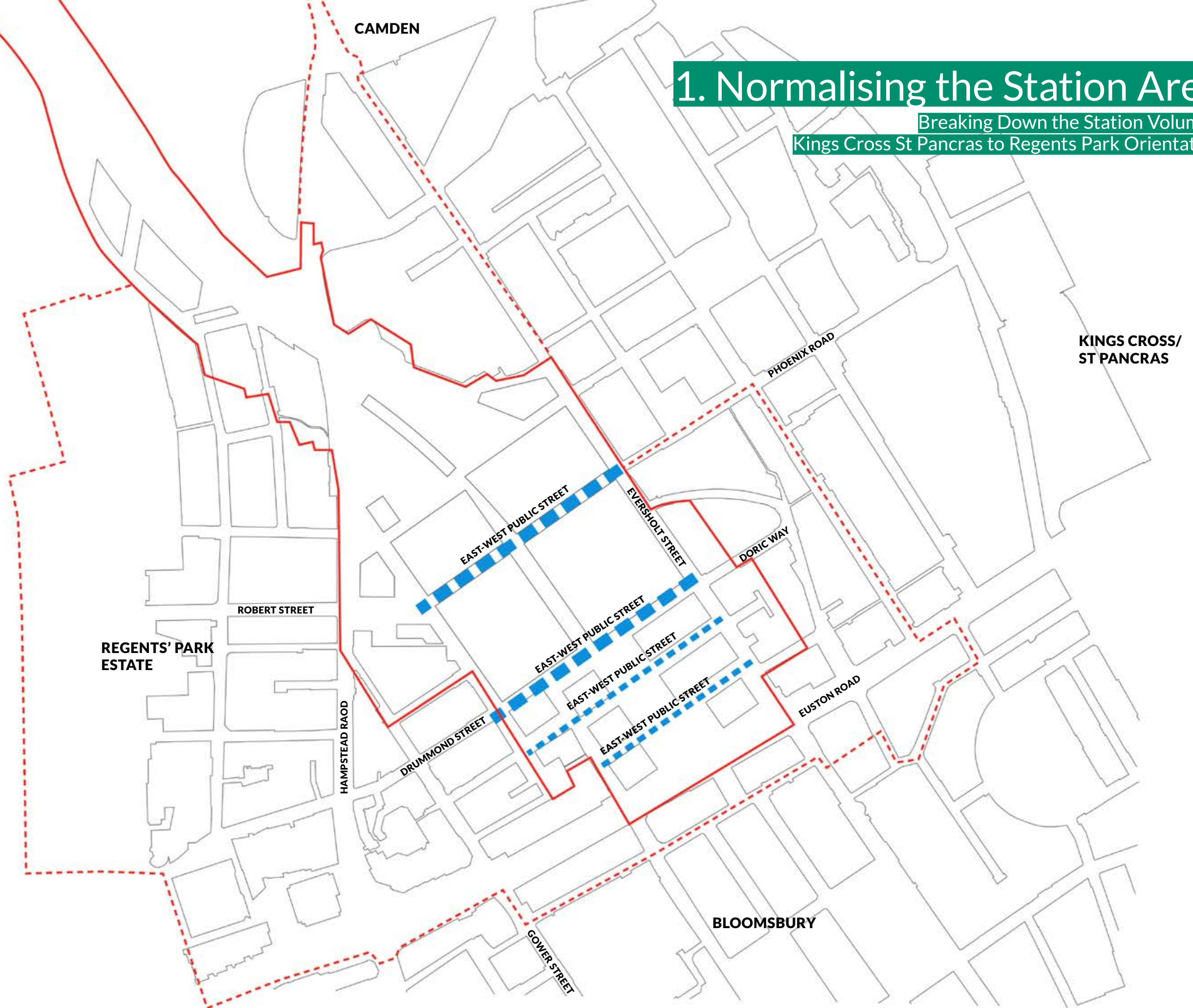
1. Normalising the Station Area

Breaking Down the Station Volume - Bloomsbury to Camden Orientation



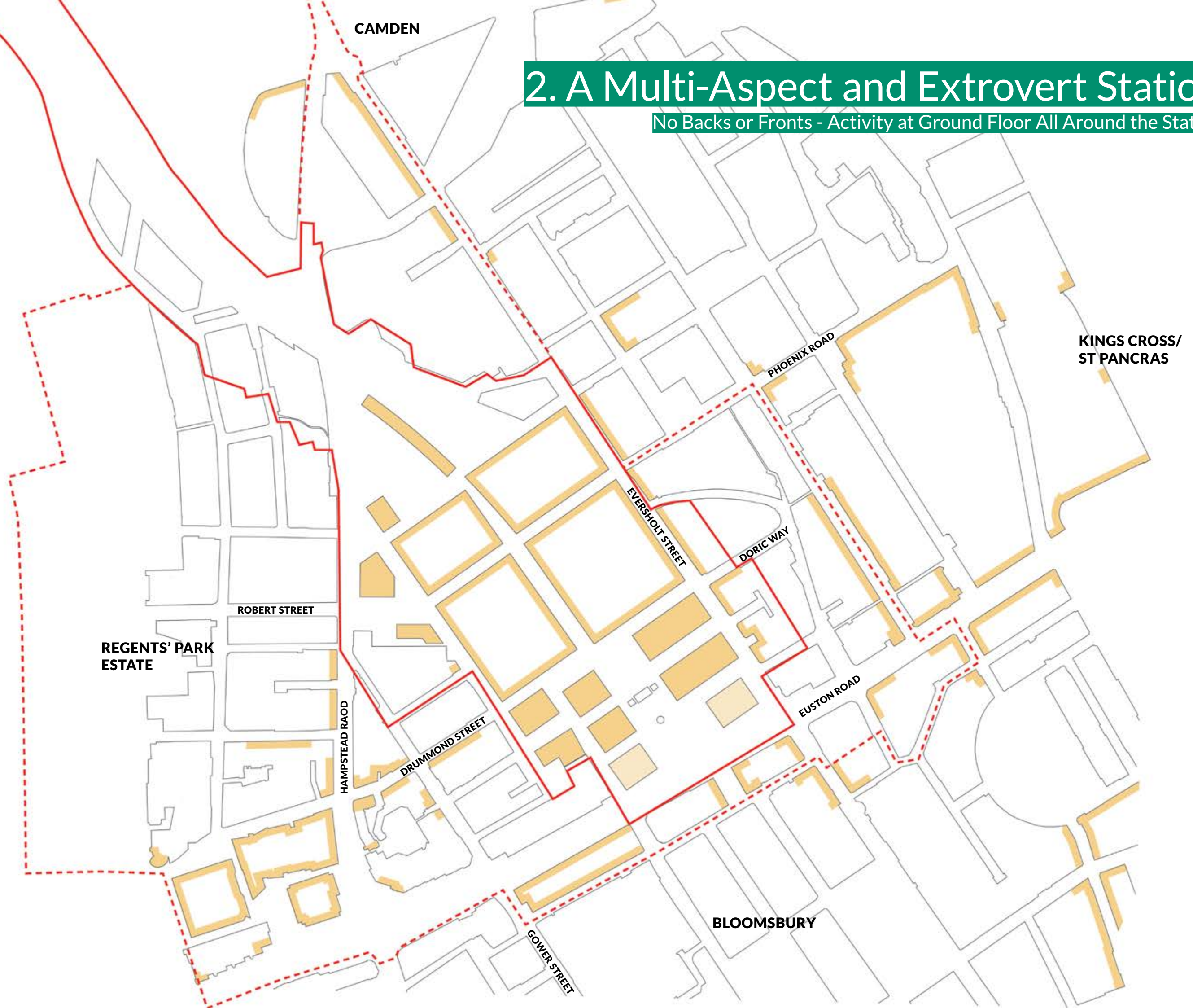
1. Normalising the Station Area

Breaking Down the Station Volume -
Kings Cross St Pancras to Regents Park Orientation



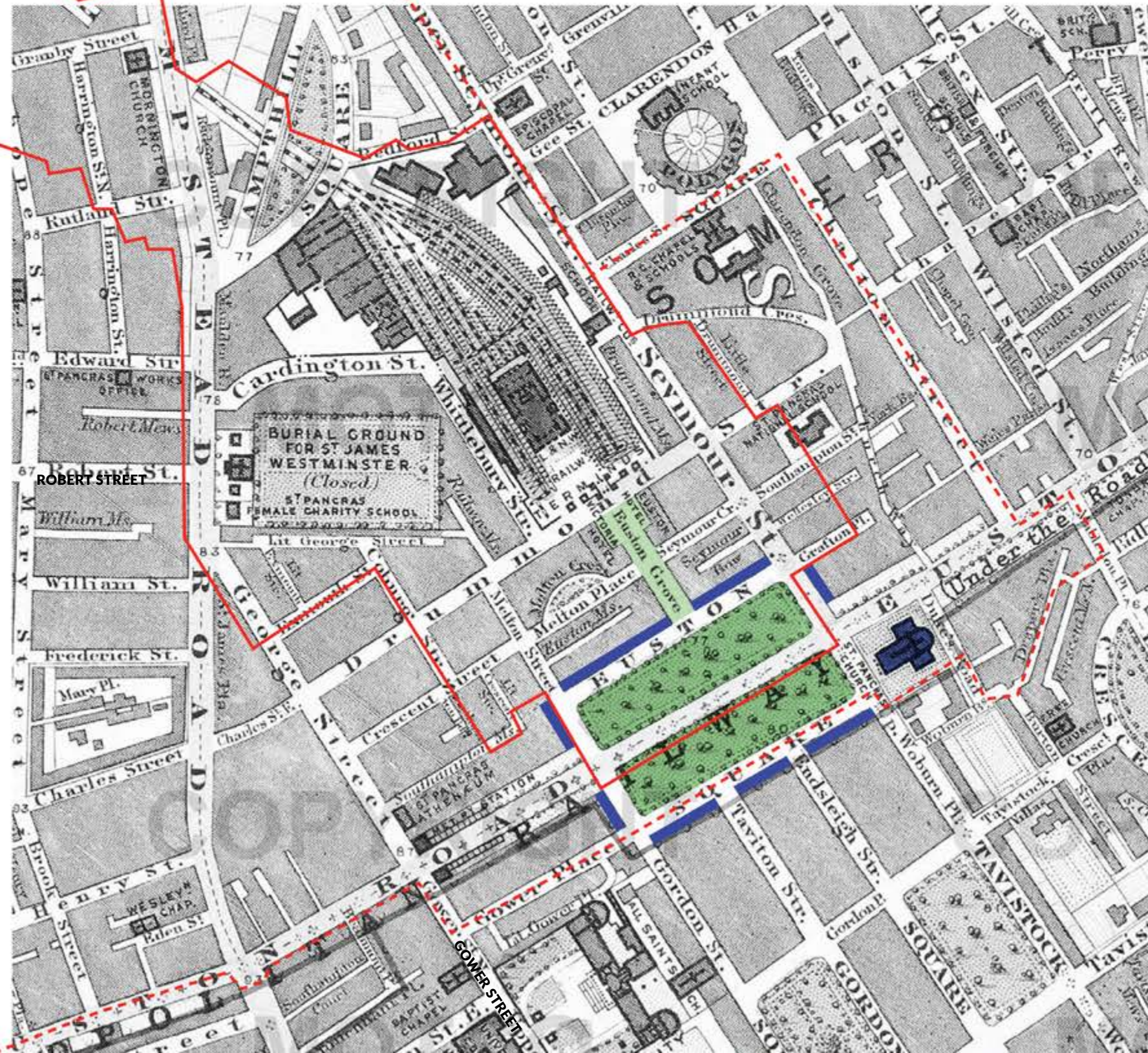
2. A Multi-Aspect and Extrovert Station

No Backs or Fronts - Activity at Ground Floor All Around the Station

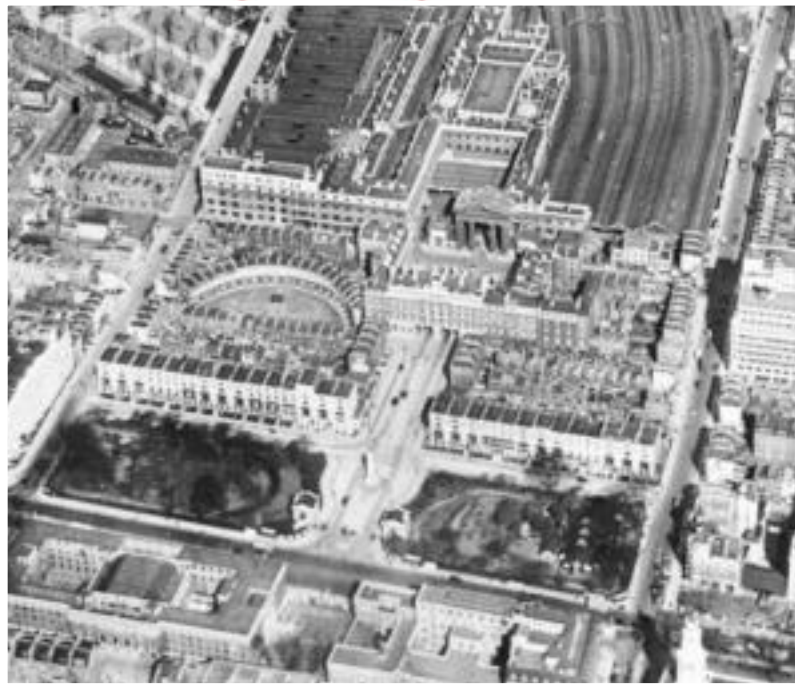


3. Celebrating the History of Euston

Learning From and Honouring the History of the Place



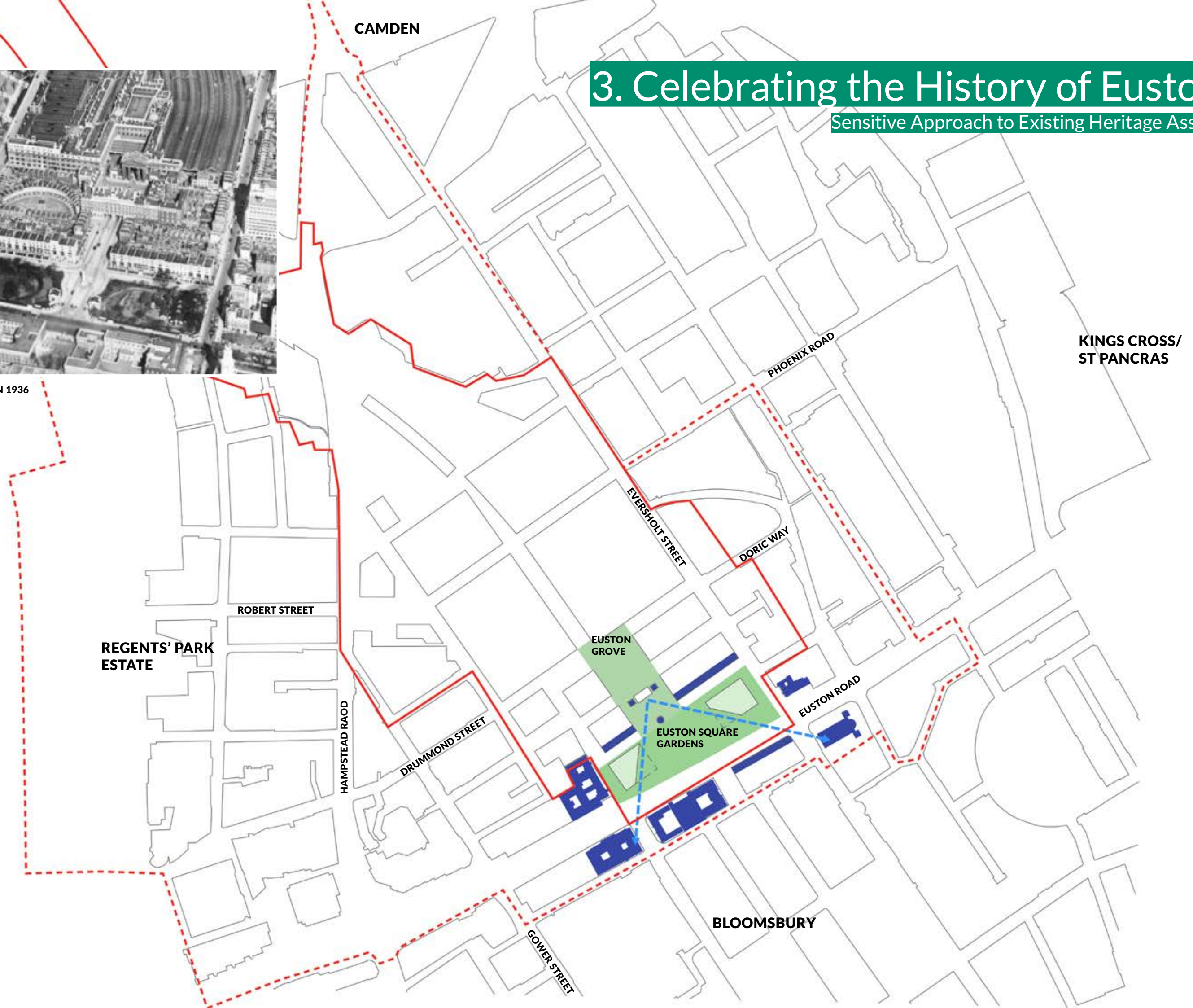
EUSTON MAP FROM 1862
EXTRACTED FROM THE WILKINSON EYRE
EUSTON STATION MASTERPLAN DOCUMENT FEB 2017



EUSTON STATION 1936

3. Celebrating the History of Euston

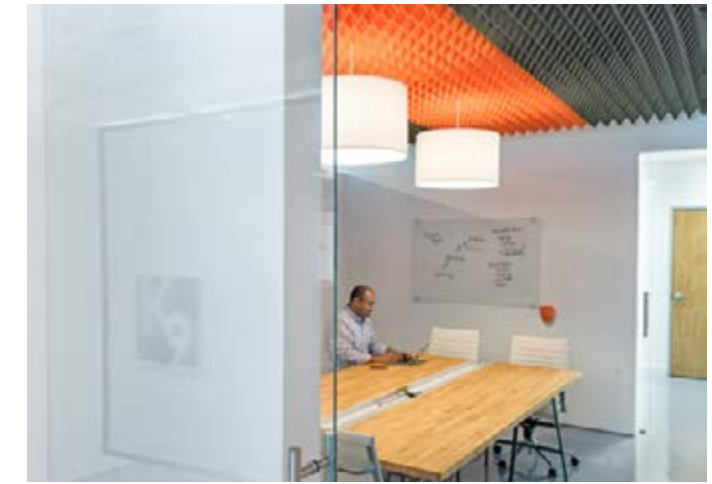
Sensitive Approach to Existing Heritage Assets



4. Designing for the Future - Place and Use



5. Boosting the Local Economy

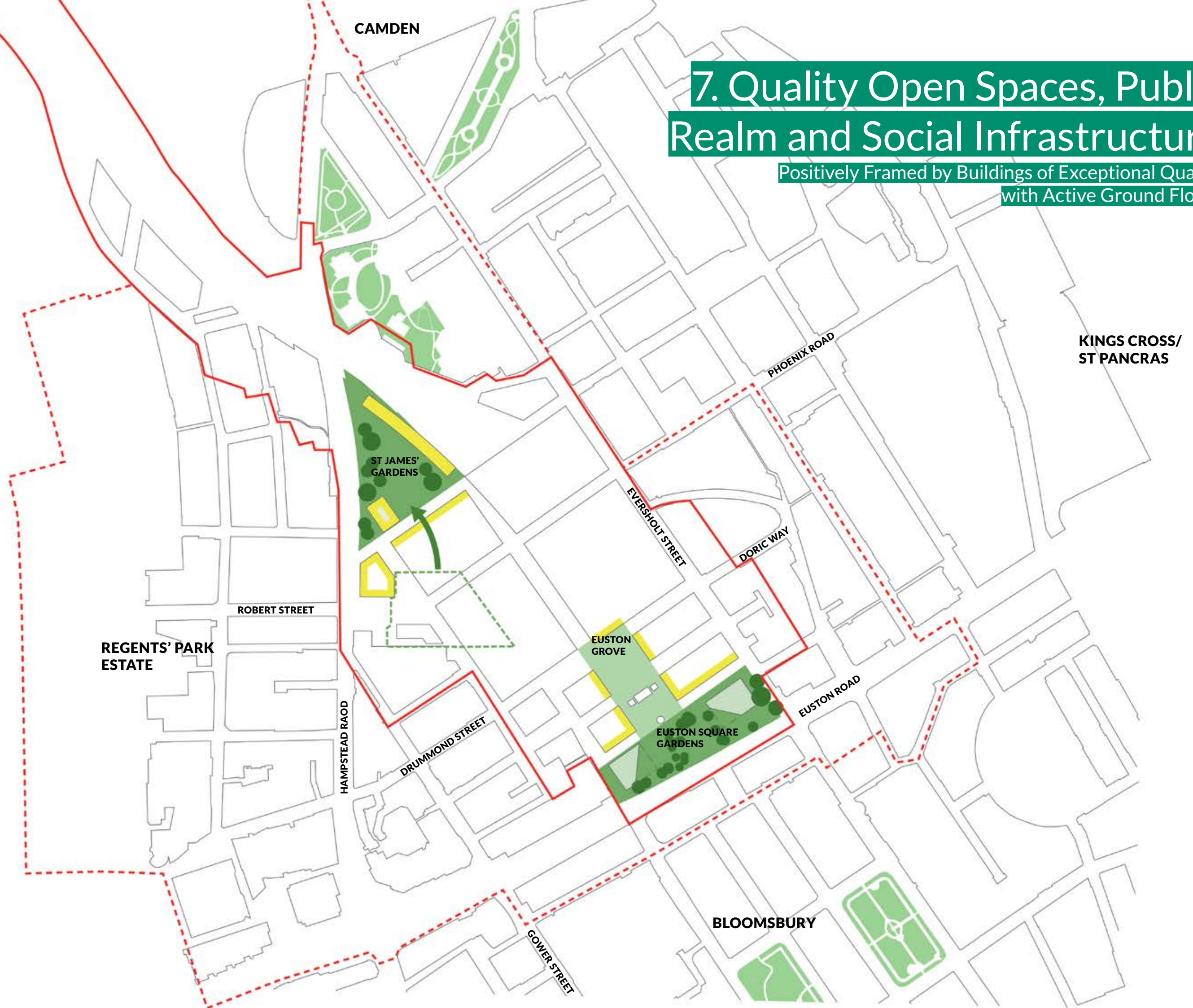


6. A Local and Regional Destination

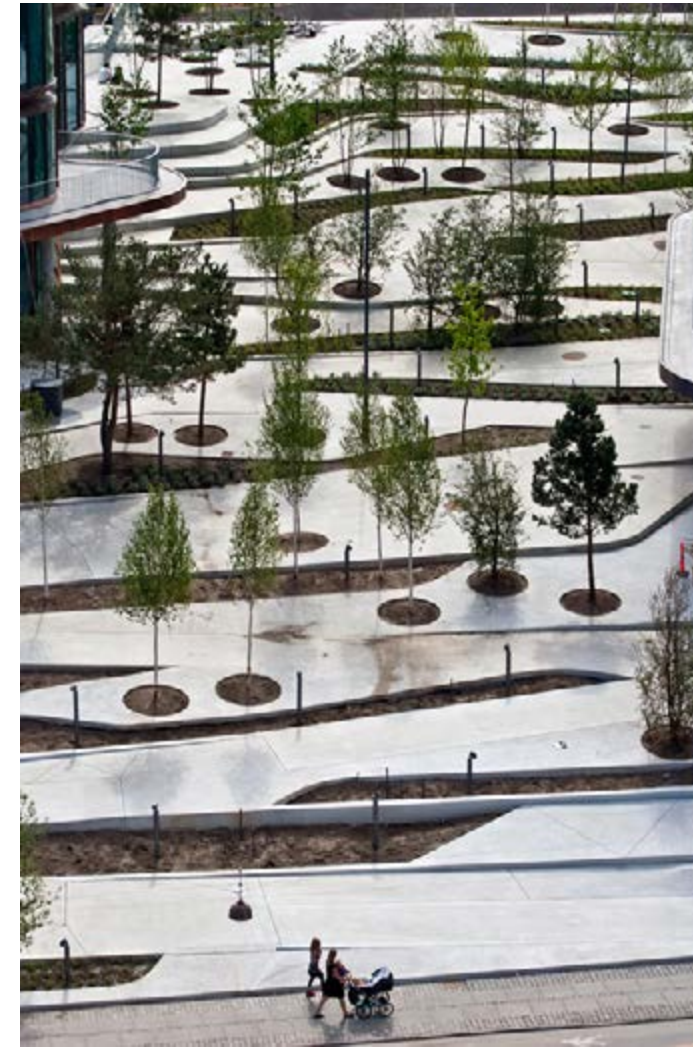


7. Quality Open Spaces, Public Realm and Social Infrastructure

Positively Framed by Buildings of Exceptional Quality
with Active Ground Floors



7. Quality Open Spaces, Public Realm and Social Infrastructure



CAMDEN

8. A Network of Green Street that Links with the Surrounding Street Network

Restoring the Historic Urban Grain Where Possible

KINGS CROSS/
ST PANCRAS

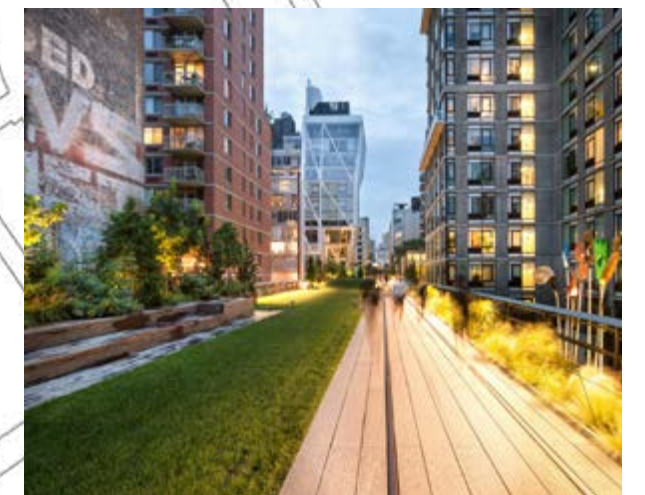
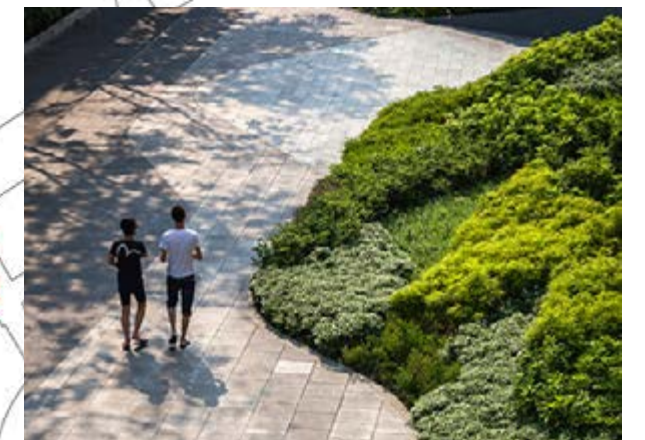
REGENTS' PARK
ESTATE

BLOOMSBURY



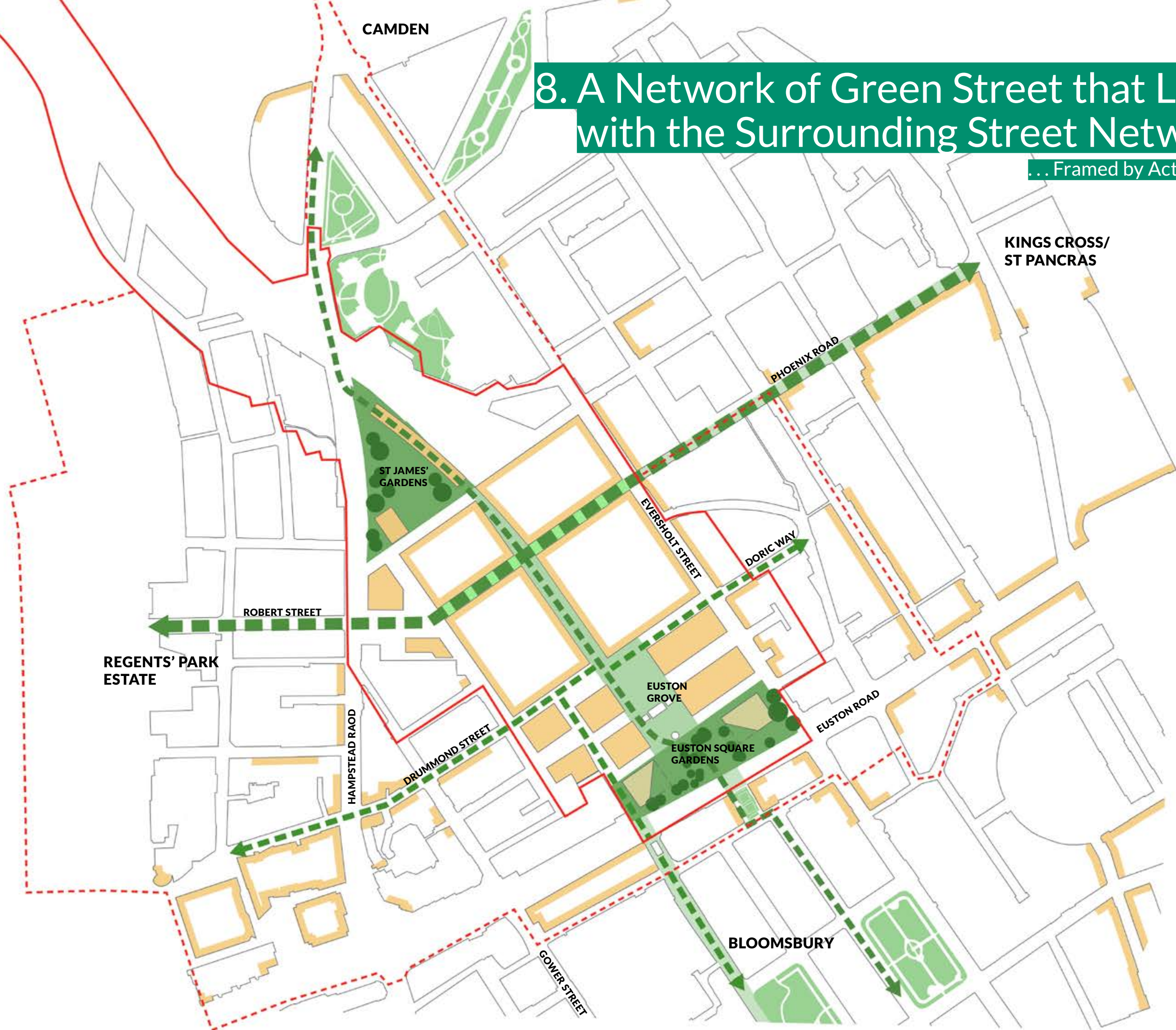
8. A Network of Green Street that Links with the Surrounding Street Network

Public East-West and North-South Streets . . .



8. A Network of Green Street that Links with the Surrounding Street Network

... Framed by Active Uses



9. Flexibility and Choice



10. Best Use of Space

A Compact Station that Knits into the Surrounding Communities

