



**MEETING NOTES**

25<sup>th</sup> January – Town Hall, Judd Street, Committee Room 2

Chair – Geoffrey Roper

**Number present:** 14, plus 3 Camden officers (Robert West, Angela Ryan & Gavin Sexton) and 1 Islington Officer (Lucy Shomali)

Geoffrey Roper (Chair- Regent Sq United Reformed Church); M. Harriott (KXRLG); Angela Inglis (KXCAAC); Herman Tribelnig (CaTUDIS, KXRLG); Hugh Lake (CSQ CAAC); James Brander (Camden Cycling Campaign); Aileen Hammond (Camden Civic Society); Del Brenner (Regents Network); Andrew Bosi (Islington Society); Helia Evans (Ossulston T.A); Lisa Pontecorvo (FRFDS & KXCAAC); Phil Jeffries (CRG)

**Apologies:** Paul Murphy; Satnam Gill; Lisa Tang; Cllr Russell Eagling; Peter Coppack, Norman Sheppard; Una Sapietis; Cllr Roger Robinson; Pamela Mansi; Judy Hallgarten; Jim Humphries; Rob Inglis

Issue	Action
<p><b><u>Chairs introduction:</u></b></p> <p>Flagged up:</p> <ul style="list-style-type: none"> <li>• Tf1 Consultation- individuals encouraged to respond to the consultation about the Cross River Tram.</li> <li>• The constitution- Need to update CG list.</li> <li>• Forum members list – Need to update Forum membership list.</li> </ul> <p><b>Notes of the Forum meeting held 2<sup>nd</sup> November '06-</b> Forum members agreed that there were no errors to correct, and there were no matters arising.</p> <p><b><u>Western Concourse Presentation:</u></b></p> <p>GS- presented the revisions made to the application and the issues raised are as follows: -</p>	



## Access

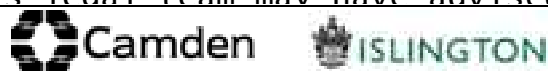
- Southern stairs down to Underground appear to be facing the wrong direction. GS- confirmed that stairs are located to the east, which led to the question as to how people were going to get past the stairs to access the buses and taxis, and how they would get back into the station once exited. It was confirmed that there are three routes that give access to the main concourse without pedestrians having to leave the concourse at all. However, when travelling from Islington in the east there is no covered walkway
- Bridge- has Network Rail tried to look at the option of extending the internal bridge from the wall to the East, out to York way to provide an alternative access from there? It was confirmed that Network Rail does not want to explore this option for cost reasons.
- Revised internal bridge- GS-confirmed that there is not much change in the materials or the approach. The colouring, structure and lifts have been designed to minimise their visual impact.
- It was commented that Islington West Area Sub-Committee made comments on the initial proposal, and these appear not to have been addressed.
- It is important to secure S106 monies for improvements to the interchange at Pentonville Road/Euston Road. GS- confirmed that S106 monies would be negotiated for improvements to the west side of York way, and in particular for a crossing at Pentonville Road/Euston Road interchange. Monies will also being sought for a new lighting scheme.
- To the east of the development at the P&O development, S106 monies was secured for 2 major elements: -

1. To make York Way a two-way road, after it meets Wharfedale Road.
2. A bridge from the P&O development to meet Handyside bridge to provide an access point. (money will have to be returned to the developer in the event that the bridge is not built).

The Forum has been keen the KXOA should not be a gated community, but the revised proposal effectively makes it a gated community from the South Eastern side, cutting off a current under-cover walking route and blocking access from the direction of Islington. There are two connected issues: access should be provided to trains from York Way; through passage to KXOA should be provided by the above-mentioned bridge (currently lacking about £8m finance).

- Can Handyside Bridge be re-used to provide an access to the east? GS-confirmed that there are no firm proposals for the Handyside bridge, but that it cannot stay in its original location as it will be in the way. (The application proposes its demolition).
- Is there room to relocate the new platform 1 more to the west to create pedestrian access to the east? It was confirmed that there was not enough room to lay the track and have an access to the east also.
- The station refurbishment provides a prime opportunity for developers to think about everybody around the station. The eastern access is a prime access point for pedestrians.
- GS-confirmed that there is no access at the Southern end because of compelling safety reasons, and it being an exit point. There is no access to any of the platforms unless you go through a ticket barrier. A member did not see the case for having an extra platform and track, and also considered that the proposal would require a Transport and Work Acts Order. The question was raised as to whether a Transport and Works Act Order had been sought. RW-confirmed that as far as he is aware, and as far as Network Rail's legal team may have advised

KXT to check



as Network Rail's legal team may have advised that this is not a requirement.

- Crowd control is not going to be as serious an issue as suggested since rush-hour passengers are mainly commuters who know where they are going. Experience shows that a majority of commuters arrive at the suburban shed.

**Western Concourse:**

- The proposed roof in the 'western hemisphere' (western concourse glazed structure) is cutting out the view of the listed building's arched/window features. This is unacceptable.
- When the station is accessed from the west the facade is so beautiful, but will be obscured by advertisement/train announcement boards. It was considered that both the views to the Great Northern Hotel and the western facade would be obscured and some thought in essence the proposal would result in taking away a public square.
- Improvements made to the station need to be subservient to the front elevation and the proposed canopies ruin the front elevation.
- KX speaks to St Pancras and vice versa, people at the west and northwest are going to lose out.
- If the "eye lashes"(exit canopy) go below the archway it would result in breaking up/obscuring the view of the arch, resulting in the loss of an original arch. The design of the canopy in the initial proposal was considered to be more acceptable by some.
- The proposed replacement building to be located in the gap where the bomb damaged one once stood is unacceptable. The building should be restored to full effect and respect its surroundings. The porte cochere should be restored and Camden should seek full justification for it not being restored.

- Forum members are disappointed that a scheme to reveal the South façade has been spoiled by adding fussy canopies to the bold Cubitt design. While appreciating the ‘crowd control’ factors, which caused this solution to be adopted, there was a feeling that the proposed solution might be needed during rush hours but through most of the day the South front could be used for entrance as well as exit.

**Forum Consensus:**

1. The proposal should improve the station rather than make it worse.
2. An access route from east to west must be created
3. Members were not prepared to make a recommendation about the west elevation. However, individuals were encouraged to make their own representation.
4. There was no consensus about the front (South) elevation. The Forum was unable to determine whether the revisions to the (lowered) canopy are preferable to the original design in terms of its proposed height and projection.

**Constitution**

**CG Membership:**

Concerns were raised about the make-up of the co-ordinating Group. Reviewed the make-up of CG Group as contained in paragraph 7.5 of current Terms of Reference:

CG- 1 nominated member

CCCU- They do not appear

KXBNA- They do not appear

Islington

KXCDT- Gone bust and no longer exists. They were formally made bankrupt on 19<sup>th</sup> December '06.

KJXRLG

Ethnic Organisation- 1x representative.

It was concluded that the Group has become uncertain in composition and the issue should be redressed at the next Forum meeting.

**Forum Membership:**

It was agreed that the membership of the Forum should be reviewed via contact by email asking people to confirm their membership. A concern was raised about individual email addresses not necessarily being connected to the specific group that an individual may represent. Everyone clarifies whom he or she represents when they sign it at meetings. If people do not attend meetings regularly, then they should be put on a reserve address list. There is a need to enhance the network and encourage more groups to participate.

The Forum is clearly changing in their role. There will be a series of specific planning applications being submitted, and members need to decide whether representations are made as the Forum or in individual groups.

**Identification of speakers in notes:**

It was agreed that speakers should be identified in the Forum notes, but that each individual should have the opportunity to correct what has been written within 5 working days if the need arises.

**CTRL:**

It is expected to open November 2007. The Forum needs to canvas ideas for what would be appropriate for local people.

A member conveyed that there needs to be something like a KX concerto, and that it should have a formal musical structure and be funded by CTRL/London & Continental. Schools and groups could do various sections that can be implemented rapidly, as part of work in progress. It was advised that Cherry Forbes (Education Manager of the Orchestra of the Age of Enlightenment) be contacted.

A member considered that local residents that have put up with the disruption of the CTRL works for the past 5-6yrs should be thanked and entitled to be invited to the "big jolly" with MP's.

One member conveyed that in terms of repayment/recruitment that it would be reasonable to make a bid for a carriage on the train for a day. That members be offered a trip to and from Paris (active members names to be drawn from a hat). It was pointed that some members of the Forum do not live in the immediate vicinity of CTRL works and have not

LP to email  
contact details  
to RW



been involved with CTRL. The recompense should involve real people in real places who have suffered the impact of the CTRL development. There could maybe be a trip for school children.

### **Implementation Panels:**

RW- confirmed that there would be four panels, the Consultative Design panel; Access Forum; Construction Impact Group and the Contractors Forum. The Forum needs to decide who should be available to be called to the various panels and mechanisms for reporting back.

The Forum agreed in principle about the idea of having a pool of people to represent the Forum on different aspects.

Capacity building is going to be vital.

A member asked whether there would be a commitment to pay people who give up their time to attend meetings. It was advised that there would be no prospect of payment for attending meetings.

### **St Pancras Chambers:**

Enabling works currently taking place, due to be completed in October 2007. Main contract due to be signed in Feb 2007 with start on site soon after. First residential apartments to be occupied in August 2008, continuing progressively until practical completion. CTRL opens in Nov 2007 and at the same time two lanes in Midland Road will be opened. Hotel opening due in July 2009, Marriott is to be the hotel operator.

### **A.O.B**

Triangle- LS advised that Argent have submitted proposals to Islington that appear to comply with the changes to the conditions, etc, agreed by the west Area Committee last April. There is a report going to Islington's west Area Sub-committee on 12<sup>th</sup> Feb explaining how the scheme meets the objectives of the committee resolution. It is an information item. The Head of Planning has delegated authority to deal with this submission. It is unlikely that the revised application is going back out to consultation, however, members were advised to contact Fiona Denning if they have any concerns.

A member requested that agendas, notes, etc be distributed in monochrome, as coloured versions are too expensive to print.

Bob West advised that he is temporarily leaving the King's

<p>Cross team from mid February for 6 months or so, but that there would be an interim manager coming in to carry on normal business during this time. He would remain in touch with key issues. The Forum thanked him for his work with the Forum.</p>	
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<p>Date of next meeting Thursday 15<sup>th</sup> March 2007 @ 7pm-9pm, Committee Room 3, Town Hall Judd Street.</p>	
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