
From: Paul Braithwaite <[REDACTED]>
Sent: 24 February 2024 15:31
To: Planning
Cc: [REDACTED]
Subject: App 2024/0309/HS2: Schedule 17: Hampstead Road Bridge application

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The new application by SCS Railways (ref 2024/0309/HS2) should be refused - as it is predicated on a station with double the number of HS2 platforms now designated by government (4th October, 2023).

This schedule 17 has been running, with regular updates, for more than six years BUT it has been overtaken by a huge change in scope. Camden should re-visit this Schedule 17 in the light of the hugely reduced design parameter for the Euston HS2 station.

Camden should do so, focussing on benefit for Camden’s residents who have suffered enormously, not least from demolition and uncertainty, for the last decade.

This application, drafted years ago, is predicated on the planned HS2 station scheme with ten to twelve platforms at a low-level station. That would genuinely have required the huge increase of an extra 138m width addition to the Hampstead Road Bridge.

The extended width was needed to be built over four of the HS2 proposed platforms - but now no longer necessary.

The “*...Bridge Extension Section.jpg*” part of the application is a crafty retro-fit now showing six platforms. But with only six platforms there is no longer any necessity to extend platforms under the Hampstead Road Bridge. **But the section drawing clearly shows the the road itself slopes to the south and the HS2 track**

level being circa three metres lower than the Classic lines

- thus meaning that the lines under the 138 metre bridge extension could never be adapted for use by the existing classic station's platforms in the event of cancellation of HS2 at Euston.

Six platforms neither need the scale of this bridge proposal nor the extensive land-take north of Conniston block. The proposed retaining wall no longer needs to be so close to Conniston. A considerable area can and should be freed up for new-build homes, to go some way towards replacing those lost to HS2 Ltd by compulsory purchase.

The consequence of the halving of the number of HS2 platforms at Euston renders this bridge proposal (and for the land-take footprint) NULL AND VOID and it should demand a pause and re-think.

The application should be refused and a new design submitted, AFTER seeking public feedback on this radical re-scoping.

Camden has a statutory duty under Schedule 17 to maximise mitigation.

My standing qualifications for commenting

I travel to and from central London by bus and bike multiple times each week. Additionally, I have been an active participant in the ECRG as a community representative since inception a decade ago.

As an expert on air quality I have concern for the implication of such a huge construction project, unnecessarily over-engineered for the changed circumstances.

Please confirm receipt.

Regards,

Paul Braithwaite

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