

Application No:	Consultees Name:	Received:	Comment:	Response:
2018/3241/HS2	Jackson Toms-Limb	30/07/2018 19:47:15	COMMENT	I object to use of residential roads as lorry routes, especially where in cases like this, the environmental statement described a much lower usage level, and so no mitigation was offered to residents. Lorry numbers were provided at a street level so HS2 should be held to these now, at street level. Additionally I believe current junctions on Hampstead Road should be altered to allow right turns (to head south) rather than needing to use Harrington Square to do this.
2018/3241/HS2	David Horbury	30/07/2018 20:44:49	OBJEMPER	I am writing to oppose this planning application, which would allow a residential street –identified within the HS2 bill as a minor construction route – to be transformed into a major route with the possibility of up to 70 HGV per day.  This is unacceptable, contrary to what was agreed at Select Committee and, if agreed by Camden, would set a dangerous precedent for other residential areas within the borough to be overwhelmed by huge amounts of construction traffic
2018/3241/HS2	Matt Hollier	29/07/2018 20:50:42	OBJ	I am writing as a resident of Camden, and also as a co-Chair of the Camden Cutting Group.  I would like to object in the strongest terms to both the substance of this application, and the way it is presented.  In terms of detailed analysis my points are the same as those supplied to you by Steve Christoffi (Chair of CHARGE - Camden HS2 Association of Residents; Groups for Engagement). I will not repeat all his points, but I support everything he says.  Matt Hollier

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2018/3241/HS2	John Wood	31/07/2018 08:15:54	OBJEMPER	<p>The proposed lorry route using Harrington Street/Varndell St is unacceptable for multiple reasons as follows:</p> <ul style="list-style-type: none"> <li>✦ Both are quiet estate roads totally unsuitable for the transit of the type, weight and volume of the HGVs proposed</li> <li>✦ Such volumes of HGVs and associated load could have consequences on structural integrity to the roadways and adjacent flats.</li> <li>✦ Currently Harrington Street has no HGV traffic and barely any regular traffic so that the proposed route creates an extraordinary increase in traffic volume.</li> <li>✦ Approximately 400 homes are impacted (around 750 persons) all with direct access on to the route proposed</li> <li>✦ These 400 homes would effectively become an island surrounded by HGVs if planning approval is given for their use in removing waste materials and spoil.</li> <li>✦ The proposed route management plan with barriers along its length together with exit/entrance barrier on the junction of Varndell Street/Hampstead Road with other than HS2-realted traffic banned effectively means these residents would be living within a designated construction site.</li> <li>✦ There is no reference to studies assessing the potential negative impacts on the structural integrity of roadways and adjacent homes.</li> <li>✦ Regents Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity and no evidence has been supplied that this assurance is being delivered.</li> <li>✦ HS2 stated it wished to reach the main Transport for London Road Network (TRLN) road network as quickly as possible. The proposed route is not the shortest route available since HGVs will tour the area adding approximately 2km to each HGV journey before finally passing Euston Square Tube Station heading east out of the area. This creates unnecessary safety risks and additional air pollution and congestion impacting local communities as well as extra cost to taxpayers who are funding construction.</li> <li>✦ All this unnecessary circular traffic up and down Hampstead Road and Euston Road will double the number of lorries using the local network compared with figures presented to parliament.</li> <li>✦ In conclusion, we argue that rather than permitting the use of Harrington Street and Varndell Street as appropriate HGV routes:</li> </ul> <ol style="list-style-type: none"> <li>1. Granby Terrace should be used by construction traffic to reach the TLRN</li> <li>2. When it is impossible to use Granby Terrace for HGV transit we argue strenuously that a purpose-built dedicated haul slip road be constructed from the construction site to Hampstead Road across the soon to be redundant Hampstead Road Open Space. This would be in line with basic logistic planning for major construction projects.</li> </ol> <p>(Insert your name and date here)</p>

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2018/3241/HS2	John Myers	30/07/2018 14:58:11	OBJNOT	The use of Harrington a street and other quiet residential streets is completely needless. It is possible for HS2 to remove the spoil and bring materials onto the site directly via a haul road.  Failure to do so is a violation of the spirit of the assurance that HS2 gave to the Regentsl Park TRA in Parliament.
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2018/3241/HS2	Andrew Whitaker	31/07/2018 06:32:28	COMMENT	<p>The proposed lorry route using Harrington Street/Varndell St is unacceptable for multiple reasons as follows:</p> <ul style="list-style-type: none"> <li>✦ Both are quiet estate roads totally unsuitable for the transit of the type, weight and volume of the HGVs proposed</li> <li>✦ Such volumes of HGVs and associated load could have consequences on structural integrity to the roadways and adjacent flats.</li> <li>✦ Currently Harrington Street has no HGV traffic and barely any regular traffic so that the proposed route creates an extraordinary increase in traffic volume.</li> <li>✦ Approximately 400 homes are impacted (around 750 persons) all with direct access on to the route proposed</li> <li>✦ These 400 homes would effectively become an island surrounded by HGVs if planning approval is given for their use in removing waste materials and spoil.</li> <li>✦ The proposed route management plan with barriers along its length together with exit/entrance barrier on the junction of Varndell Street/Hampstead Road with other than HS2-realted traffic banned effectively means these residents would be living within a designated construction site.</li> <li>✦ There is no reference to studies assessing the potential negative impacts on the structural integrity of roadways and adjacent homes.</li> <li>✦ Regents Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity and no evidence has been supplied that this assurance is being delivered.</li> <li>✦ HS2 stated it wished to reach the main Transport for London Road Network (TRLN) road network as quickly as possible. The proposed route is not the shortest route available since HGVs will tour the area adding approximately 2km to each HGV journey before finally passing Euston Square Tube Station heading east out of the area. This creates unnecessary safety risks and additional air pollution and congestion impacting local communities as well as extra cost to taxpayers who are funding construction.</li> <li>✦ All this unnecessary circular traffic up and down Hampstead Road and Euston Road will double the number of lorries using the local network compared with figures presented to parliament.</li> <li>✦ In conclusion, we argue that rather than permitting the use of Harrington Street and Varndell Street as appropriate HGV routes:</li> </ul> <ol style="list-style-type: none"> <li>1. Granby Terrace should be used by construction traffic to reach the TLRN</li> <li>2. When it is impossible to use Granby Terrace for HGV transit we argue strenuously that a purpose-built dedicated haul slip road be constructed from the construction site to Hampstead Road across the soon to be redundant Hampstead Road Open Space. This would be in line with basic logistic planning for major construction projects.</li> </ol> <p>(Insert your name and date here)</p>

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2018/3241/HS2	Andrew Whitaker	31/07/2018 06:34:40	OBJEMPER	<p>The proposed lorry route using Harrington Street/Varndell St is unacceptable for multiple reasons as follows:</p> <ul style="list-style-type: none"> <li>✦ Both are quiet estate roads totally unsuitable for the transit of the type, weight and volume of the HGVs proposed</li> <li>✦ Such volumes of HGVs and associated load could have consequences on structural integrity to the roadways and adjacent flats.</li> <li>✦ Currently Harrington Street has no HGV traffic and barely any regular traffic so that the proposed route creates an extraordinary increase in traffic volume.</li> <li>✦ Approximately 400 homes are impacted (around 750 persons) all with direct access on to the route proposed</li> <li>✦ These 400 homes would effectively become an island surrounded by HGVs if planning approval is given for their use in removing waste materials and spoil.</li> <li>✦ The proposed route management plan with barriers along its length together with exit/entrance barrier on the junction of Varndell Street/Hampstead Road with other than HS2-related traffic banned effectively means these residents would be living within a designated construction site.</li> <li>✦ There is no reference to studies assessing the potential negative impacts on the structural integrity of roadways and adjacent homes.</li> <li>✦ Regents Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity and no evidence has been supplied that this assurance is being delivered.</li> <li>✦ HS2 stated it wished to reach the main Transport for London Road Network (TRLN) road network as quickly as possible. The proposed route is not the shortest route available since HGVs will tour the area adding approximately 2km to each HGV journey before finally passing Euston Square Tube Station heading east out of the area. This creates unnecessary safety risks and additional air pollution and congestion impacting local communities as well as extra cost to taxpayers who are funding construction.</li> <li>✦ All this unnecessary circular traffic up and down Hampstead Road and Euston Road will double the number of lorries using the local network compared with figures presented to parliament.</li> <li>✦ In conclusion, we argue that rather than permitting the use of Harrington Street and Varndell Street as appropriate HGV routes:</li> </ul> <ol style="list-style-type: none"> <li>1. Granby Terrace should be used by construction traffic to reach the TLRN</li> <li>2. When it is impossible to use Granby Terrace for HGV transit we argue strenuously that a purpose-built dedicated haul slip road be constructed from the construction site to Hampstead Road across the soon to be redundant Hampstead Road Open Space. This would be in line with basic logistic planning for major construction projects.</li> </ol> <p>(Insert your name and date here)</p> <p>* CHARGE is an umbrella group of representatives elected from impacted community groups/TRAs many of whom are part of the HS2 working groups looking into various aspects of construction</p>
2018/3241/HS2	Jo Hurford	30/07/2018 14:35:56	OBJ	<p>The lorries should not be allowed to use Harrington Street, this is a quiet residential street and should remain so. The contractors should be instructed to create a purpose built haul-road instead.</p> <p>Instead of creating extra pollution by driving up around Harrington Square in order to go South, a left hand turn needs to be created out of the site into Hampstead Road.</p>

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2018/3241/HIS2	Luisa Auletta	29/07/2018 18:23:09	OBJ	I object to the use of residential roads that were not identified for this level of use in the ES/SES being proposed as major construction routes in this LTMP. The Select Committees were led to believe that no mitigation was required for many roads labelled as construction routes because of the proposed low level of use of them during the project. Parliament and residents have been misled about this - the numbers were identified per road and not in the area overall. Approving this LTMP as it stands will therefore set a dangerous precedent for other residential roads in the borough. CSJv should be required to share compound entrance/exits with SCSJv in order to minimise the use of quiet residential roads, and should be required to reschedule/reprogramme their work to enable a haul route to be used instead. In addition there should be a requirement for junctions on Hampstead Road to be altered (powers for this are given in the Act) so that HGVs can turn right onto Hampstead Road and head directly south without utilising the Harrington Square turnaround. As proposed this unnecessarily longer route will cause additional pollution, congestion and safety risks that were not identified in the ES/SES either. Finally wherever HGVs have to use roads with speed humps there must be a condition to the planning application to ensure that speeds are restricted to a level where no additional noise and vibration is caused when going over the humps, or alternatively these should be removed and cameras used in lieu to ensure speed restrictions are enforced. I fully support the CHARGE joint response on this application.
2018/3241/HIS2	Katie	25/07/2018 22:52:15	COMMENT	Camden council have lied throughout the HS2 planning. You had assured that lorry routes would NOT affect any roads surrounding our block (Coniston) - as agreed in the House of Lords but have lied and are now planning to put them right in front and around our houses. The risk of cracks and further structural damage, caused by the vibrations are being ignored! This along with all other work is leaving our blocks at risk of collapse. You should not be able to go back on your word and I feel you should listen to the people who live here and understand the risks you are taking by trying to cut corners!
2018/3241/HIS2	Alexander McDonald	25/07/2018 22:57:28	COMMENT	<p>[REDACTED]</p> <p>As a family we are very concerned that HS2 propose to use Harrington Street for a lorry route for over a year. HS2 promised in the House of Lords that the lorry route would either be to use Granby Terrace or to put a temporary access point from Hampstead Road straight to Silverde flats.</p> <p>Why has this even gone to planning to be changed. HS2 are closing the parking to residents in Harrington Street. They propose to paint double yellow lines in our street. Stopping us residents from parking outside our own homes. We pay in advance to park outside our homes. HS2 have already disrupted our parking and now plan to remove at least another 50 spaces. This is not fair to us residents.</p> <p>Can you please tell me why no resident has been notified of this by HS2 regarding this. Surely this is not fair. I only found this out from speaking to another neighbour. I am very concerned about the pollution these lorries will cause. Coniston flats are placed between Harrington Street and Hampstead road, as you are aware this is already a very busy area. There are many old and young people living in Harrington Street. Should this lorry route proceed I fear for their health. I am concerned from the noise and the vibrations that all these lorries will cause. Camden council have a duty of care to protect the residents from danger and this is exactly what we are put into!</p>

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2018/3241/HS2	Hillary Bauer	30/07/2018 16:18:02	AMEND	<p>I wish to object strongly to the use of residential roads that were not identified for this level of use in the ES/SES and to these now being proposed as major construction routes in this LTMP. This is in clear contradiction to the information given to the Parliamentary Select Committees that no mitigation was required for many roads labelled as construction routes because of the intended low level of use of them during the project. This means that Parliament and residents have been misinformed and misled about this - the numbers were identified per road and not in the area overall. If this LTMP should be approved it would set a dangerous precedent for other residential roads in the borough. The contractors should be required to minimise the use of quiet residential roads, and should be required to reschedule/reprogramme their work so that a specified haul route will be used instead. Also junctions on Hampstead Road should be altered (and powers for this are provided in the Act) so that HGVs can turn right onto Hampstead Road and head directly south, without utilising the Harrington Square turnaround. As proposed this longer route is quite unnecessary and will cause additional pollution, congestion and safety risks that were not identified in the ES/SES. Also, wherever HGVs do finally have to use roads with speed humps, it must be specified that speeds will be restricted to a level where no additional noise and vibration is caused when going over the humps and cameras should be installed to ensure speed restrictions are enforced.</p> <p>Like my neighbours I fully support the CHARGE joint response on this application.</p>

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2018/3241/HS2	Mr Steven Christofi	28/07/2018 10:06:41	COMMENT

**Response:**

This is a letter I sent to HS2 3 weeks ago as part of their initial consultation with local residents groups affected by gthese proposals. As a representative of the Regent's Park Estate TRA and a local resident on Varndell St I resubmit this letter -unaltered as my comments on this application.

1. The proposed lorry route using Harrington Street and Varndell St is clearly unacceptable. These are estate roads with 400 Council flats having direct entrances onto them. These house an estimated 750 people - not including the red blocks to be demolished.  
The management of the route using barriers along its length and an exit/entry barrier on Varndell St to prevent all traffic other than HS2 vehicles renders this part of the estate within the HS2 works compound. 750 people living inside a construction compound with 400 of those surrounded on all sides by HGV traffic was not the intention of parliament when passing the HS2 Bill. .
2. The Regent's Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity. Your proposals make no effort to do this.
3. You said you wanted lorries to reach the main road network (TLRN) as soon as possible. The proposed route is not the shortest route available. Lorries will tour the local area for 3km before they finally pass Euston Square Station heading east and out of the area, producing unnecessary road risk and pollution to local people, and extra financial cost to yourselves.
4. All this to-ing and fro-ing up and down Hampstead Road and Euston Road means HGV flows along these roads are double that presented to parliament. As Harrington Street has no HGV traffic and barely any regular traffic your proposed route creates an extraordinary increase in traffic with consequences for structural integrity for the road and adjacent flats. There was no mention in your presentation on how HS2 was going to mitigate this or whether a S.59 agreement (Highways Act) was being considered for Camden to recover extra highway maintenance costs.
5. Harrington Square is a short residential road with 100 residents fronting directly onto it. It also contains a well used public garden. There was no mention in your presentation to parliament for using this road as major construction route carrying 70 HGVs a day. The older properties around the Square may well contain cellars similar to properties in the Arlington Road area. Your extra HGV traffic will introduce vehicles with twice the weight of existing normal traffic. Your presentation made no mention of results of studies to examine the impact of your proposals on these.
6. We expect Granby Terrace to be used to access the TLRN. When Granby Terrace cannot be used we expect a proper dedicated haul slip road across the redundant Hampstead Rd garden between Harrington St and Hampstead Road to be put in place. This is in line with basic logistics planning for major construction projects.  
To reduce casualty risk and pollution and save yourselves 2km worth of unnecessary fuel use per lorry we expect a western spoil site to be used.
6. You cited the recent presentation on 10mph by the community as somehow supporting your proposals, it does not. It took your original proposals and put them through a safety audit. The result was that HGVs cannot do more than 10mph. This is to enable safe breaking distances and maintain the existing road casualty rate. To that end the report examined in detail research on the interactions between vulnerable pedestrians crossing in the path of oncoming HGVs.



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It looked at research on HGV interactions with road humps and showed that the current humps would need to be redesigned to bring noise levels down to below your own noise insulation and relocation trigger levels. All this government and academic research was clearly referenced and simply demonstrates the foundations from which 10mph is the speed limit of choice up and down the country where pedestrians and high volume HGVs are likely to interact - construction compounds, bus stations, etc, (the existing 10mph limit which runs for 150m on Huntley Street in Camden has now been in place for over a year). At the end of the presentation Stanhope Street was shown cleared of all parking and lined with barriers. This was shown to demonstrate the unacceptable impact of your proposals - a road train requires measures akin to railway line protection. Your proposals are inconsistent with highway engineering first principles of keeping HGVs and vulnerable road users completely separate.

7. In your presentation you said you could not accept a 10mph limit and gave the reason that it will cause problems from traffic trying to overtake HGVs. This is a red herring that has now been repeated more than once and needs addressing. The response to this is simply 'what traffic?' The only traffic is the immediate residents own parking manoeuvres. With the clearance of all on street parking on Harrington Street, that leaves 10 or so cars parked off street in courtyards. These 10 residents will have all of 100m of Harrington St with which to engage in their overtaking manoeuvre - with the added disincentive of the Vardell St route out of the estate being closed off.

8. The parliamentary process produced many assurances regarding spoil by rail. Again your proposals fail to even consider these.

9. Your presentation refers throughout to LGVs. This is normally a reference to Light Goods Vehicles with HGV being used to refer to Heavy Goods Vehicles. Our comments are based on the assumption that the presentation was about Heavy Goods Vehicles and not large vans.

Kind regards,  
Steven Christoff, Chair,  
Camden HS2 Association of Residents' Groups for Engagement  
(CHARGE), for group members of the HS2 Traffic Working Group.

Please notify me of the committee date.

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2018/3241/HS2	Rachael	25/07/2018 22:52:07	COMMENT	<p>[REDACTED]</p> <p>We are very concerned that Harrington Street will be used as a lorry run. HS2 promised in the House of Lords that the lorry route would either be to use Granby Terrace or to put a temporary access point straight onto Hampstead Road to Silverdale Flats. So why has this now been going changed? Steve Christoff from the Traffic Working Group for Regents Park Estate, also said the same that Harrington Street would never be used for a lorry run.</p> <p>HS2 are proposing to paint double yellow lines on the road, stopping all the residents parking outside their homes for well over a year. Residents pay in advance to park for their cars to park near homes. Parking has already been disrupted by HS2. And now they will remove at least another 50 parking spaces. This is ridiculous.</p> <p>As a resident I would like to know why I had not been notified of the HS2 lorry route. I only found out from another neighbour. I have asked many other residents in Coniston and not one single person has received any letter regarding this matter. This is just of good enough.</p> <p>I am also very concerned about the pollution all these Lorries will cause. Coniston flats are sandwiched between Harrington Street and Hampstead Road. As you know this is already very high polluted area. There are many old and young people living along Harrington Street. If this lorry route goes ahead, I fear about their health too.</p> <p>I am therefore protesting against HS2 to use Harrington Street for their lorry route. I hope Camden Council takes my protest seriously. Camden Council have a duty of care to protect the residents from danger and this is exactly what we are being put into.</p> <p>I look forward to hearing from you.</p> <p>Comments made by Rachael McDonald</p>

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2018/3241/HS2	Hannah Nicholson	30/07/2018 16:32:06	COMNOT	<p>As a resident of Arlington Road I strongly object to the Local Traffic Management Plan allowing up to 70 HGVs a day (!) along Harrington St. The use of quiet, residential roads for HGVs is disruptive and a noisy nuisance for residents, as well as putting increased traffic, pollution and danger on our roads.</p>

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\* CHARGE is an umbrella group of representatives elected from impacted community groups/TRAs many of whom are part of the HS2 working groups looking into various aspects of construction

Application No:	Consultees Name:	Received:	Comment:	Response:
2018/3241/HS2	Louise Fletcher	30/07/2018 11:07:47	OBJEMPER	<p>Please lodge my objection to the use of Harrington Street and Varnell Street as roadways in the HGV routes for early HS2 works for the following reasons:</p> <ol style="list-style-type: none"><li>1. Current proposals impact unreasonably on local residents and the environment, when reasonable alternatives exist.</li><li>2. These streets form part of a quiet network of estate roads in a residential area and were not built to withstand the weight of heavy HGVs.</li><li>3. A purpose built haul road could and should be constructed from Granby Terrace Bridge on a north-west-south-east diagonal to meet Hampstead Road with the junction approximately at the current site of the Hampstead Road Open Space.</li><li>4. No noisy works should commence until all noise insulation and associated mechanical ventilation works are installed in all eligible properties.</li></ol> <p>If, despite reasonable objections to the proposed route these are overruled, then conditions should be put in place as follows:</p> <ol style="list-style-type: none"><li>5. Use of Harrington Street and Varnell Street should not be permitted until such times as surveys are carried out and available to the public that can provide reassurance that no structural damage will result from the passage of proposed HGV traffic on road or adjacent properties.</li><li>6. A clear date should be determined as early as possible by which time a suitable haul road as discussed will be completed, and</li><li>7. Once completed, the use of Harrington Street, and Varnell Street and other residential roads in Regents Park Estate for construction traffic will be banned as then deemed to be unnecessary</li></ol> <p>Louise Fletcher – Secretary Amptill Square TRA</p>

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